

Lackawanna Railroad

Serving the
TRAVELING PUBLIC
104 Years

The Route of
Scenic Beauty

Between

NEW YORK

and

**BUFFALO
CLEVELAND**

DETROIT

CHICAGO

Feb. 5, 1939

FORM 10

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FORM 10

Thrill to "THE WORLD OF TOMORROW" Visit the NEW YORK WORLD'S FAIR

by Train

2-DAY TOUR

Includes in New York:

Taxicab transfer from station to hotel.
One night's lodging at hotel.
One Souvenir Admission Ticket to the World's Fair.
Grand Sightseeing Tour of New York by Gray Line Motor Coach.
Choice of tour of National Broadcasting Studios at Radio City or admission to Rockefeller Center Observation Roof.
Taxicab transfer from hotel to station.

PRICES quoted below are per person, varying with hotel accommodations selected, and include all services specified above.

| Hotels | Single Room with Bath | Double Room with Bath |
|---------|-----------------------|-----------------------|
| Group 1 | \$13.55 | \$11.55 |
| Group 2 | 11.05 | 10.30 |
| Group 3 | 10.05 | 9.80 |
| Group 4 | 9.55 | 9.30 |

3-DAY TOUR

Includes in New York:

Taxicab transfer from station to hotel.
Two nights' lodging at hotel.
Two Souvenir Admission Tickets to the World's Fair.
Grand Sightseeing Tour of New York by Gray Line Motor Coach.
Choice of tour of National Broadcasting Studios at Radio City or admission to Rockefeller Center Observation Roof.
Taxicab transfer from hotel to station.

PRICES quoted below are per person, varying with hotel accommodations selected, and include all services specified above.

| Hotels | Single Room with Bath | Double Room with Bath |
|---------|-----------------------|-----------------------|
| Group 1 | \$22.30 | \$18.30 |
| Group 2 | 17.30 | 15.80 |
| Group 3 | 15.30 | 14.80 |
| Group 4 | 14.30 | 13.80 |

**ECONOMICALLY
COMFORTABLY
CONVENIENTLY
• WITH HOTEL
ACCOMMODATIONS
A S S U R E D •**

4-DAY TOUR

Includes in New York:

Taxicab transfer from station to hotel.
Three nights' lodging at hotel.
Two Souvenir Admission Tickets to the World's Fair.
Grand Sightseeing Tour of New York by Gray Line Motor Coach.
Choice of tour of National Broadcasting Studios at Radio City or admission to Rockefeller Center Observation Roof.
Taxicab transfer from hotel to station.

PRICES quoted below are per person, varying with hotel accommodations selected, and include all services specified above.

| Hotels | Single Room with Bath | Double Room with Bath |
|---------|-----------------------|-----------------------|
| Group 1 | \$29.30 | \$23.30 |
| Group 2 | 21.80 | 19.55 |
| Group 3 | 18.80 | 18.05 |
| Group 4 | 17.30 | 16.55 |

**A 7-DAY TOUR IS
ALSO AVAILABLE**

5-DAY TOUR

Includes in New York:

Taxicab transfer from station to hotel.
Four nights' lodging at hotel.
Three Souvenir Admission Tickets to the World's Fair.
Grand Sightseeing Tour of New York by Gray Line Motor Coach.
Choice of tour of National Broadcasting Studios at Radio City or admission to Rockefeller Center Observation Roof.
Taxicab transfer from hotel to station.

PRICES quoted below are per person, varying with hotel accommodations selected, and include all services specified above.

| Hotels | Single Room with Bath | Double Room with Bath |
|---------|-----------------------|-----------------------|
| Group 1 | \$37.55 | \$29.55 |
| Group 2 | 27.55 | 24.55 |
| Group 3 | 23.55 | 22.55 |
| Group 4 | 21.55 | 20.55 |

6-DAY TOUR

Includes in New York:

Taxicab transfer from station to hotel.
Five nights' lodging at hotel.
Three Souvenir Admission Tickets to the World's Fair.
Grand Sightseeing Tour of New York by Gray Line Motor Coach.
Choice of tour of National Broadcasting Studios at Radio City or admission to Rockefeller Center Observation Roof.
Choice of Hudson River Day Line New York Harbor Cruise, or Trip to West Point.
Taxicab transfer from hotel to station.

PRICES quoted below are per person, varying with hotel accommodations selected, and include all services specified above.

| Hotels | Single Room with Bath | Double Room with Bath |
|---------|-----------------------|-----------------------|
| Group 1 | \$45.35 | \$35.35 |
| Group 2 | 32.85 | 29.10 |
| Group 3 | 27.85 | 26.60 |
| Group 4 | 25.35 | 24.10 |

PLAN to visit this great event. The Lackawanna offers you a delightful daylight trip over the Route of Scenic Beauty between the Great Lakes and the Sea in addition to this convenient tour service. In connection with your rail ticket, whether you travel by Pullman or in modern coaches, you can purchase American Express Travel Service tickets which provide for your hotel accommodations, in

New York, transfers, sightseeing and admission to the World's Fair.

No uncertainty about getting hotel accommodations under this plan! Surprisingly low rates! And you know even before you start what your trip will cost!

Upon arrival in New York you will find in the railroad station an American Express Bureau and a uniformed representative to assist you and direct you.

Ask Lackawanna ticket agent for descriptive literature New York World's Fair and these Tours.

LACKAWANNA RAILROAD—THE ROUTE OF SCENIC BEAUTY

CONDENSED EQUIPMENT OF TRAINS—PULLMAN PARLOR AND SLEEPING CAR LINES, DINING CAR SERVICE.

WESTWARD

No. 3—LACKAWANNA LIMITED. Daily.

(Via Nickel Plate No. 5)

| | |
|---------------------------------|--|
| Observation, Parlor Lounge, Car | New York to Buffalo |
| Sleeping Car—Drawing Room | New York to Chicago |
| Single Bedrooms—Lounge Car | Cleveland to Chicago |
| Dining Car | New York to Buffalo |
| Lounge Diner | Buffalo to Cleveland |
| Club-Diner | Cleveland to Chicago |
| De Luxe Coaches | New York to Buffalo. New York to Oswego |
| De Luxe Coach | New York to Chicago |
| Coaches | Binghamton to Oswego and Utica; Oswego to Ithaca |

No. 5—CHICAGO LIMITED. Daily.

(Via Michigan Central No. 17)

| | |
|---------------------------|--|
| Parlor Car—Drawing Room | New York to Elmira. (Saturdays to Binghamton only) |
| Sleeping Car—Drawing Room | New York to Chicago |
| Club Lounge Car | New York to Elmira |
| Lounge Car | Buffalo to Chicago |
| Dining Car | Serving all meals |
| Parlor Car | Detroit to Chicago |
| Coaches | New York to Buffalo |
| Coaches | Buffalo to Chicago |
| Coaches | Binghamton to Syracuse |

No. 7—THE WESTERNER. Daily.

(Via Nickel Plate No. 7)

| | |
|---|---|
| Sun-Parlor, Buffet Lounge, Sleeping Car | New York to Chicago |
| Sleeping Car—Drawing Room-Compartments | New York to Cleveland |
| Thru Coach | New York to Chicago. Buffalo to Chicago |
| Coaches | New York to Buffalo |
| Dining Car | New York to Scranton |
| Dining Car | Buffalo to Chicago |

No. 9—THE BUFFALONIAN. Daily.

| | |
|--|------------------------|
| Sleeping Car—10 Section, Drawing Room, 2 Double Bedrooms | New York to Buffalo |
| Buffet-Lounge Car | New York to Binghamton |
| Coaches | New York to Buffalo |

Buffalo sleeping car may be occupied until 8:00 A. M.

No. 15—THE OWL. Daily.

| | |
|--|--|
| Sleeping Car—Drawing Room | New York to Buffalo |
| Sleeping Car—10 Section, Drawing Room, 2 Double Bedrooms | New York to Binghamton |
| Sleeping Car—Drawing Room | New York to Scranton |
| Sleeping Car—Drawing Room | New York to Syracuse |
| Sleeping Car—Observation Lounge | Cleveland to St. Louis (via Nickel Plate No. 9) |
| Club-Diner | Binghamton to Buffalo and Binghamton to Syracuse |
| Dining Car | Cleveland to St. Louis |
| Coaches | New York to Buffalo |
| Coaches | Buffalo to St. Louis (via Nickel Plate No. 9) |

Passengers may remain in Scranton and Binghamton cars until 8:30 A. M.
Sleepers open at Hoboken for occupancy at 9:30 P. M.

No. 25—MERCHANTS EXPRESS. Daily Except Sunday.

| | |
|-------------------------|----------------------|
| Club-Diner | New York to Scranton |
| Individual Seat Coaches | New York to Scranton |

No. 301—INTERSTATE EXPRESS. Daily.

(Via B. & O., Reading Co., and C. R. R. of N. J.)

| | |
|---------------------------|--|
| Parlor-Dining Car | Washington to Philadelphia |
| Sleeping Car—Drawing Room | Philadelphia to Syracuse |
| | <i>Occupancy at 10:00 P. M.</i> |
| Coach | Washington to Philadelphia |
| Coach | Philadelphia to Binghamton |
| Coaches | Binghamton to Syracuse, Utica and Buffalo |
| Club-Diner | Binghamton to Syracuse and Binghamton to Buffalo |

No. 705—PITTSBURGH EXPRESS. Daily.

(Runs via Sunbury and Harrisburg)

| | |
|---------------------------|--|
| Sleeping Car—Drawing Room | Scranton to Pittsburgh |
| Dining Car | Harrisburg to Pittsburgh |
| Lounge Car | Harrisburg to Pittsburgh |
| Coaches | Scranton to Sunbury; Sunbury to Pittsburgh |

EASTWARD

No. 2—POCONO EXPRESS. Daily.

| | |
|---------------------------|------------------------------------|
| Sleeping Car—Drawing Room | Buffalo to Binghamton |
| Parlor Car—Drawing Room | Elmira to New York, except Sundays |
| Dining Car Service | Elmira to New York |
| Coaches | Buffalo to New York |

Sleeping car open for occupancy at Buffalo 9:30 P. M.

No. 6—LACKAWANNA LIMITED. Daily.

(Via Michigan Central No. 40)

| | |
|---------------------------------|---|
| Sleeping Car—Drawing Room | Chicago to New York |
| Lounge Car | Chicago to Buffalo |
| Dining Car | Detroit to Buffalo, and Buffalo to New York |
| De Luxe Coach | Chicago to Buffalo |
| Observation, Parlor, Lounge Car | Buffalo to New York |
| Buffet-Lounge Car | Binghamton to New York |
| Club-Diner | Syracuse to Binghamton |
| De Luxe Coaches | Buffalo to New York; Oswego to New York |
| Coaches | Syracuse to Binghamton; Ithaca to Oswego; Utica to Binghamton |

No. 8—THE NEW YORKER. Daily.

(Via Nickel Plate No. 8)

| | |
|--|-----------------------|
| Sun-Parlor-Buffet-Lounge, Sleeping Car | Chicago to New York |
| Sleeping Car—Drawing Room-Compartments | Cleveland to New York |
| Sleeping Car—10 Section, Drawing Room, 2 Double Bedrooms | Buffalo to New York |
| Sleeping Car—Drawing Room | Elmira to New York |
| Thru Coach | Chicago to New York |
| Dining Car | Chicago to Buffalo |
| Dining Car | Scranton to New York |
| Coaches | Buffalo to New York |

Sleeping car open for occupancy at Buffalo 9:00 P. M. and Elmira 9:30 P. M.

No. 10—NEW YORK MAIL. Daily.

(Via Nickel Plate No. 6)

| | |
|--|--|
| Sleeping Car—Drawing Room | Chicago to New York |
| | <i>Sleeper remains at Buffalo from 1:05 P. M., E.S.T. until 6:15 P. M., E.S.T. affording opportunity to visit Niagara Falls and Buffalo. Ask Ticket Agent about free side trip to Niagara Falls.</i> |
| Sleeping Cars—Observation Lounge | St. Louis to Cleveland, via N.K.P. No. 10 |
| Dining Car | St. Louis to Cleveland, via N. K. P. No. 10 |
| Lounge Diner | Cleveland to Buffalo |
| Buffet-Lounge Car | Buffalo to Binghamton |
| Sleeping Car—Drawing Room | Buffalo to New York |
| Sleeping Car—Drawing Room | Syracuse to New York. <i>Occupancy at 9:15 P. M.</i> |
| Sleeping Car—Drawing Room | Scranton to New York |
| Sleeping Car—10 Section, Drawing Room, 2 Double Bedrooms | Binghamton to New York |
| Individual Seat Coach | Chicago to Buffalo, via Nickel Plate No. 6 |
| Coach | St. Louis to Cleveland, via N. K. P. No. 10 |
| Coaches | Buffalo to New York |

Scranton and Binghamton sleepers open for occupancy 9:30 P. M.
Passengers may occupy sleeping cars at Hoboken until 8:00 A. M.

No. 24—MOUNTAIN SPECIAL. Sunday Only.

| | |
|---------|------------------------|
| Coaches | Binghamton to New York |
|---------|------------------------|

No. 26—MERCHANTS EXPRESS. Daily Except Sunday.

| | |
|-------------------------|----------------------|
| Individual Seat Coaches | Scranton to New York |
| Club-Diner | Scranton to New York |

No. 306—INTERSTATE EXPRESS. Daily.

(Via C. R. R. of N. J., Reading Co., and B. & O.)

| | |
|---------------------------|--|
| Sleeping Car—Drawing Room | Syracuse to Philadelphia |
| | <i>Occupancy at 9:15 P. M.</i> |
| Coaches | Syracuse to Binghamton |
| Coach | Binghamton to Philadelphia |
| Coach | Philadelphia to Washington |
| Parlor-Dining Car | Philadelphia to Washington, via Baltimore & Ohio R. R. |
| Club-Diner | Bethlehem to Philadelphia |

No. 702—KEYSTONE EXPRESS. Daily.

(Runs via Harrisburg and Sunbury)

| | |
|---------------------------|--------------------------|
| Sleeping Car—Drawing Room | Pittsburgh to Scranton |
| Lounge Car | Pittsburgh to Harrisburg |
| Coaches | Pittsburgh to Sunbury |
| Coaches | Sunbury to Scranton |

HOBOKEN TERMINAL HANDLES 277 LACKAWANNA PASSENGER TRAINS ON WEEKDAYS AND 126 ON SUNDAYS.

CONDENSED TIME-TABLES OF THROUGH TRAINS AND CONNECTIONS— VIA LACKAWANNA RAILROAD

WESTWARD

| TABLE 1 | | 15 Daily | 3 Daily | 5 Daily | 7 Daily | 9 Daily |
|---|--------------------|----------|---------|---------|---------|---------|
| | | AM | AM | PM | PM | PM |
| LACKAWANNA RAILROAD | | | | | | |
| New York | Lv | 1 00 | 10 00 | 4 30 | 6 30 | 9 45 |
| Hoboken | Lv | 1 25 | 10 20 | 4 55 | 6 45 | 10 05 |
| Newark | Lv | 10 35 | 5 10 | 7 00 | 10 20 | |
| Brick Church | Lv | 10 40 | 5 15 | 7 05 | 10 25 | |
| Scranton | Lv | 5 05 | 1 50 | 8 20 | 10 20 | 1 35 |
| Binghamton | Lv | 7 00 | 3 15 | 9 45 | 11 45 | 3 05 |
| Cortland | Ar | 8 41 | 4 30 | 10 50 | | |
| Syracuse | Ar | 9 40 | 5 30 | 11 50 | | |
| Oswego | Ar | | 6 50 | | | |
| Norwich | Ar | 10 25 | 4 25 | | | 15 34 |
| Utica | Ar | 12 15 | 6 15 | | | 17 40 |
| Ithaca | Ar | 11 20 | 5 05 | | | |
| Elmira | Lv | 8 40 | 4 30 | 11 10 | 1 00 | 4 25 |
| Buffalo | Ar | 12 15 | 7 30 | 2 15 | 4 00 | 7 30 |
| | | PM | PM | AM | AM | AM |
| NICKEL PLATE | | | | | | |
| Buffalo (Lackawanna Terminal) | (E.T.) Lv | 12 45 | 7 45 | | 4 20 | |
| Erie | Ar | 2 58 | 9 33 | | 6 05 | |
| Ashtabula | Ar | 4 08 | 10 33 | | 7 06 | |
| East Cleveland (Superior Ave.) | Ar | 5 16 | 11 28 | | 8 05 | |
| Cleveland (Union Terminal) | Ar | 5 40 | 11 53 | | 8 30 | |
| St. Louis (Union Sta.) | (C.T.) Ar | 7 55 | | | | |
| Fort Wayne | Ar | | 3 40 | | 11 53 | |
| Chicago (La Salle St. Sta.) | Ar | | 7 28 | | 3 30 | |
| | | AM | AM | | PM | |
| MICHIGAN CENTRAL R. R. | | | | | | |
| Buffalo (Cent. Term.) | (E.T.) Lv | 1 30 | 10 09 | 3 14 | | 7 47 |
| Buffalo (Terrace Sta.) | (E.T.) Lv | 1 42 | | | | 7 58 |
| Detroit | (E.T.) Ar | 7 10 | 2 44 | 8 00 | | 12 22 |
| Ann Arbor | (E.T.) Ar | 11 15 | | 8 57 | | 1 13 |
| Jackson | (E.T.) Ar | 12 12 | 4 23 | 9 42 | | 1 57 |
| Grand Rapids | (E.T.) Ar | 5 05 | | 11 55 | | |
| Battle Creek | (E.T.) Ar | 1 32 | 5 20 | 10 37 | | 2 47 |
| Kalamazoo | (E.T.) Ar | 2 27 | 5 52 | 11 08 | | 3 12 |
| Chicago (Central Station) | (C.T.) Ar | 5 55 | 7 45 | 1 00 | | 4 55 |
| | | AM | AM | PM | | PM |
| MICH. CEN. R. R.—CAN. PAC. R. R. | | | | | | |
| Buffalo (Cent. Term.) | (E.T.) Lv | 2 30 | | | 4 57 | 8 30 |
| Buffalo (Terrace Sta.) | (E.T.) Lv | 2 42 | | | | 8 41 |
| Toronto | (E.T.) Ar (C.P.R.) | 5 25 | | | 8 00 | 11 35 |
| | | PM | | | AM | AM |
| N. Y. CENTRAL R. R. | | | | | | |
| Buffalo (Cent. Term.) | (E.T.) Lv | 1 14 | 9 09 | 2 41 | 4 50 | 8 00 |
| Cleveland | (E.T.) Ar | 5 20 | 1 20 | 6 00 | 8 30 | 11 22 |
| Toledo | (E.T.) Ar | 7 57 | 3 40 | 9 03 | | 1 28 |
| Chicago (La Salle St. Sta.) | (C.T.) Ar | 12 45 | 7 40 | 12 30 | | 4 55 |
| | | AM | AM | PM | AM | PM |
| N. Y. CENTRAL BIG FOUR R. R. | | | | | | |
| Buffalo (Cent. Term.) | (E.T.) Lv | 9 09 | 9 09 | 2 41 | | 7 30 |
| Cleveland | (E.T.) Lv | 12 25 | 12 25 | 6 12 | 8 45 | 12 10 |
| Cincinnati | (E.T.) Ar | 6 50 | 6 50 | 11 59 | 2 35 | 5 55 |
| | | | | | | |
| | | 43-31 | 37 | 23 | 151 | 151 |
| | | | 39 | 23 | 3 | 3 |
| Buffalo (Cent. Term.) | (E.T.) Lv | 1 14 | 9 09 | 2 41 | 7 30 | 7 30 |
| Cleveland | (E.T.) Lv | 6 10 | 2 25 | 6 12 | 12 25 | 12 25 |
| Indianapolis | (C.T.) Ar | 12 05 | 8 00 | 10 45 | 5 45 | 5 45 |
| St. Louis | (C.T.) Ar | 7 10 | 1 10 | 3 55 | 11 10 | 11 10 |
| | | AM | PM | PM | PM | PM |

EASTWARD

| TABLE 2 | | 24 Daily | 38 Daily | Daily | Daily |
|---|--------------------|----------|----------|-------|-------|
| | | Noon | PM | AM | PM |
| N. Y. CENTRAL BIG FOUR R. R. | | | | | |
| St. Louis | (C.T.) Lv | 12 00 | 6 00 | | |
| Indianapolis | Lv | 4 55 | 10 50 | | |
| Cleveland | Ar | 11 30 | 5 48 | | |
| Buffalo (Cent. Term.) | (E.T.) Ar | 2 55 | 9 23 | | |
| | | 124 | 18 | | 104 |
| | | 24 | | | 14 |
| Cincinnati | (E.T.) Lv | 5 50 | 7 35 | | 12 25 |
| Cleveland | Ar | 11 20 | 1 30 | | 5 38 |
| Buffalo (Cent. Term.) | Ar | 2 55 | 7 10 | | 9 40 |
| | | 68 | 80 | 52 | 14 |
| N. Y. CENTRAL R. R. | | | | | |
| Chicago (La Salle St.) | (C.T.) Lv | 2 55 | 8 45 | | 9 50 |
| Toledo | (E.T.) Lv | 7 46 | 3 00 | 9 45 | 2 55 |
| Cleveland | Lv | | 5 48 | 12 20 | 5 45 |
| Buffalo (Cent. Term.) | Lv | 12 41 | 9 23 | 4 45 | 9 40 |
| | | AM | AM | PM | PM |
| CAN. PAC. R. R.—MICH. CEN. R. R. | | | | | |
| Toronto | (E.T.) Lv (C.P.R.) | 8 15 | | 1 10 | 6 00 |
| Buffalo (Terrace Sta.) | (E.T.) Ar | 11 04 | | 3 48 | 8 44 |
| Buffalo (Cent. Term.) | (E.T.) Ar | 11 15 | | 4 00 | 8 55 |
| | | PM | | PM | PM |
| MICHIGAN CENTRAL R. R. | | | | | |
| Chicago (Central Sta.) | (C.T.) Lv | 12 50 | 10 15 | 11 59 | 10 05 |
| Kalamazoo | (E.T.) Lv | 4 35 | 1 55 | 4 20 | 1 45 |
| Battle Creek | (E.T.) Lv | 5 00 | 2 22 | 4 55 | 2 12 |
| Grand Rapids | (E.T.) Lv | | | 1 14 | 12 50 |
| Jackson | (E.T.) Lv | 5 58 | 3 12 | 6 00 | 3 05 |
| Ann Arbor | (E.T.) Lv | 6 38 | | 6 55 | 3 45 |
| Detroit | (E.T.) Lv | 7 29 | 4 40 | 8 35 | 4 38 |
| Buffalo (Terrace Sta.) | (E.T.) Ar | | 8 52 | 2 08 | 9 16 |
| Buffalo (Cent. Term.) | (E.T.) Ar | 12 04 | 9 05 | 2 20 | 9 28 |
| | | AM | AM | PM | PM |
| NICKEL PLATE | | | | | |
| Chicago (La Salle St. Sta.) | (C.T.) Lv | | | 11 20 | 9 40 |
| Fort Wayne | Lv | | | 2 37 | 12 49 |
| St. Louis (Union Sta.) | Lv | | | 6 10 | |
| Cleveland (Union Term.) | (E.T.) Lv | | | 8 30 | 6 01 |
| East Cleveland (Superior Ave.) | Lv | | | 8 48 | 6 17 |
| Ashtabula | Lv | | | 9 56 | 7 12 |
| Erie | Lv | | | 11 01 | 8 07 |
| Buffalo (Lackawanna Terminal) | (E.T.) Ar | | | 1 05 | 10 05 |
| | | | | PM | PM |
| LACKAWANNA RAILROAD | | | | | |
| Buffalo | (E.T.) Lv | 2 | 6 | 10 | 8 |
| Elmira | Ar | 3 50 | 10 00 | 6 15 | 10 30 |
| Ithaca | Lv | 7 20 | 12 55 | 10 20 | 1 28 |
| Utica | Lv | | 12 30 | | |
| Norwich | Lv | | 11 00 | 5 00 | |
| Oswego | Lv | | 12 50 | 6 50 | |
| Syracuse | Lv | | 10 40 | | |
| Cortland | Lv | | 12 00 | 9 50 | |
| | | | 1 03 | 10 54 | |
| Binghamton | Ar | 8 50 | 2 10 | 12 00 | 2 43 |
| Scranton | Ar | 10 20 | 3 30 | 1 35 | 4 05 |
| Brick Church | Ar | 1 46 | 6 35 | | 7 19 |
| Newark | Ar | 1 55 | 6 40 | | 7 30 |
| Hoboken | Ar | 2 10 | 6 59 | 5 20 | 7 50 |
| New York | Ar | 2 27 | 7 12 | 5 42 | 8 12 |
| | | PM | PM | AM | AM |

A.M., light type. P.M., heavy type. E.T.—Eastern Time. C.T.—Central Time. f—Flag stop. †—Daily Except Sunday.

PRINCIPAL TICKET, INFORMATION AND PULLMAN OFFICES

New York, N. Y.

Telephone Information Bureau,
Barclay 7-2500.
500 Fifth Ave. Lackawanna 4-0234.
Consolidated Ticket Offices:
17 John St. Cortlandt 7-0820-1.
4 West 33rd St. Longacre
5-7320-1.
3 West 47th St. Medallion 3-1822.
General Eastern Passenger Agent's
Office, 500 Fifth Ave. Lackawanna
4-0234.

New York, N. Y.

Barclay Street Station, foot Barclay
St. Barclay 7-2500.
West 23rd St., foot West 23rd St.
Chelsea 3-1730.

Brooklyn, N. Y.

Consolidated Ticket Office, 155 Pier-
pont St. Triangle 5-7440.

Hoboken, N. J.

Lackawanna Term. Hoboken 3-2000.

Newark, N. J.

City Ticket Office, 856 Broad St.
Market 3-3440.
Nights, Sundays and Holidays Phone
Humboldt 2-2100

Paterson, N. J.

City Ticket Office, 302 Main St.
Sherwood 2-1134.

Buffalo, N. Y.

City Ticket Office, 8 No. Division St.
(Near Main St.) Cleveland 2488.

Chicago, Ill.

General Western Passenger Agent's
Office, 327 South La Salle St.
Wabash 3443.

NEW YORK TO BUFFALO, CLEVELAND, DETROIT AND CHICAGO

WESTWARD

For condensed time and equipment of trains see pages 2 and 3.

| Miles | TABLE 4 | 15 | 301 | Mixed | 47 | Mixed | 1 | 3 | 5 | 7 | 9 | | |
|-------|---|------------|-------|-------------------|----------------|-------------|-------|-------|-------|-------|-------|------|--|
| | | Daily | Daily | 31 Ex. Sun. | Daily | 91 Daily | Daily | Daily | Daily | Daily | Daily | | |
| | Wilkes-Barre (Laurel Line).....Lv | AM 3 15 | AM | AM | AM | PM | AM | PM | PM | PM | AM | | |
| | | | | | †8 30 ‡7 45 | | 11 45 | 12 45 | 7 15 | 9 15 | 12 45 | | |
| 134.1 | ScrantonLv | 5 05 | | | 9 30 | | 1 00 | 1 50 | 8 20 | 10 20 | 1 35 | | |
| 141.5 | Clarks Summit..... | | | | 9 52 | | 1 18 | | | 10 38 | | | |
| 145.0 | Dalton..... | | | | 10 06 | | 1 28 | | | | | | |
| 147.0 | LaPlume..... | | | | 10 10 | | 1 32 | | | | | | |
| 149.3 | Factoryville..... | | | | | | 1 36 | | | | | | |
| 153.1 | Nicholson-Tunkhannock Viaduct | | | | 10 22 | | 1 44 | | | | | | |
| 158.6 | Foster..... | | | | 10 32 | | 1 52 | | | | | | |
| 162.9 | Kingsley..... | | | | 10 38 | | 2 00 | | | | | | |
| 166.4 | Alford..... | | | | | | 2 07 | | | | | | |
| 172.6 | New Milford..... | 6 04 | †6 17 | | 11 22 | | 2 16 | | 9 12 | | | | |
| 178.5 | Hallstead..... | 6 13 | | | 11 32 | | 2 25 | | | 11 19 | | | |
| 183.7 | Conklin..... | | | | | | | | | | | | |
| 192.7 | BinghamtonAr | 6 30 | 6 42 | | 12 15 | | 2 50 | 3 07 | 9 35 | 11 35 | 2 55 | | |
| 235.7 | CortlandAr | 8 41 | 8 41 | | | | 4 30 | 4 30 | 10 50 | | | | |
| 272.1 | SyracuseAr | 9 40 | 9 40 | | | | 5 30 | 5 30 | 11 50 | | | | |
| 307.1 | OswegoAr | | | | | | 6 50 | 6 50 | | | | | |
| 287.8 | UticaAr | 12 15 | 12 15 | | | | 6 15 | 6 15 | | | †7 40 | | |
| 192.7 | BinghamtonLv | 7 00 | | | | | 1 10 | | 3 15 | 9 45 | 11 45 | 3 05 | |
| 195.4 | Johnson City..... | 7 06 | | | | | 1 20 | | | | | | |
| 200.7 | Vestal..... | 7 18 | | | | | 1 55 | | 3 25 | 9 56 | | | |
| | Endicott..... | | | | | | | | | | | | |
| 206.6 | Apalachin..... | †7 26 | | | | | 2 10 | | | | | | |
| 213.4 | OwegoAr | 7 42 | | | | | 2 40 | | 3 41 | 10 14 | 12 10 | 3 32 | |
| 247.4 | IthacaAr | 11 20 | 11 20 | | | | | | 5 05 | | | | |
| 218.5 | Lounsberry..... | | | | | | †2 50 | | | | | | |
| 221.7 | Nichols..... | 7 56 | | | | | 3 20 | | | 10 25 | | | |
| 227.5 | Litchfield..... | | | | | | †3 30 | | | | | | |
| 232.0 | Waverly..... | 8 12 | | | | | 3 40 | | 4 04 | 10 41 | 12 31 | | |
| 236.3 | Wilawana..... | | | | | | †3 50 | | | | | | |
| 242.9 | Lowman..... | | | | | | †4 02 | | | | | | |
| 249.7 | ElmiraAr | 8 35 | | | | | 4 15 | | 4 25 | 11 05 | 12 55 | 4 18 | |
| 249.7 | ElmiraLv | 8 40 | | | | | | | 4 30 | 11 10 | 1 00 | 4 25 | |
| 251.8 | Elmira Heights..... | | | | 10 30 | | | | | | | | |
| 254.1 | Horseheads..... | | | | 10 36 | | | | | | | | |
| 259.5 | Big Flats..... | e8 53 | | | 10 45 | | | | | | | | |
| 267.7 | Corning | 9 04 | | | 10 55 | | | | | | | | |
| 269.2 | Painted Post..... | | | | 11 20 | | | | 4 50 | 11 30 | 1 20 | 4 45 | |
| 271.9 | Coopers..... | | | | 11 35 | | | | | | | | |
| 276.7 | Campbell..... | e9 16 | | | 11 42 | | | | | | | | |
| 281.2 | Savona..... | | | | 11 50 | | | | | | | | |
| 286.6 | Bath | 9 31 | | | 12 00 | | | | 5 11 | 11 51 | 1 41 | 5 06 | |
| 290.5 | Kanona..... | | | | 12 25 | | | | | | | | |
| 294.2 | Avoca..... | 9 42 | | | 12 33 | | | | | | | | |
| 296.8 | Wallace..... | | | | 12 45 | | | | | | | | |
| 302.0 | Cohocton..... | 9 56 | | | 12 50 | | | | | | | | |
| 306.4 | Atlanta..... | 10 07 | | | 1 00 | | | | | | | | |
| 312.3 | Wayland..... | 10 15 | | | 1 10 | | | | | | | | |
| 314.2 | Perkinsville..... | | | | 1 20 | | | | | | | | |
| 319.5 | Dansville..... | 10 26 | | | 1 30 | | | | | | | | |
| 326.8 | Groveland..... | | | | 1 45 | | | | 5 48 | 12 28 | †2 18 | 5 43 | |
| 333.7 | Mount Morris | 10 47 | | | 2 00 | | | | 6 07 | 12 47 | 2 37 | 6 02 | |
| 336.8 | Leicester..... | | | | 2 30 | | | | | | | | |
| 340.3 | Greigsville..... | | | | 2 40 | | | | | | | | |
| 343.5 | Craigs..... | | | | 2 50 | | | | | | | | |
| 346.3 | Linwood..... | | | | 3 00 | | | | | | | | |
| 351.1 | B. R. & P. (B. & O.) Jet..... | s11 11 | | | 3 08 | | | | | | | | |
| 355.0 | East Bethany..... | f11 15 | | | 3 18 | | | | | | | | |
| 362.4 | North Alexander..... | | | | 3 28 | | | | | | | | |
| 372.3 | Fargo..... | | | | 3 40 | | | | | | | | |
| 375.2 | Alden..... | e | | | †4 00 | | | | | | | | |
| 384.2 | Lancaster..... | | | | 4 30 | | | | | | | | |
| 390.7 | East Buffalo..... | | | | 5 00 | | | | | | | | |
| 396.2 | BuffaloAr | 12 15 | | | 5 15 | | | | 7 30 | 2 15 | 4 00 | 7 30 | |

EXPLANATION OF REFERENCE MARKS

- †-Daily except Sunday.
- ‡-No Ferry service from Christopher Street on Sundays.
- ‡-Frequent service via Hudson Tubes, but this train not held for Tube Connection.
- §-Sundays only.
- AM time light type.
- PM time heavy type.
- ≠-No Ferry service from Christopher Street.
- a-Stops daily on notice to agent to receive passengers for Stroudsburg and west.
- b-Stops on notice to Agent to take on passengers for Greendell and west.
- c-Stops Sunday only, Tobyhanna 7.37 P. M., Moscow 7.52 P. M.
- e-Stops on notice to conductor to let off passengers from Binghamton and east and on notice to Agent to receive passengers for Buffalo and west.
- f-Stops on notice to agent or conductor.
- g-Stops on notice to conductor to let off passengers from Binghamton and east and will stop on notice to agent to receive passengers for Buffalo and west.
- h-Stops on notice to conductor to let off passengers from Dover and east and points on the Penna. R. R.
- k-Saturday only.
- r-Stops on signal to discharge passengers from Dover and east, and to receive passengers for Buffalo and west.
- s-Stops on notice to conductor to let off passengers from Corning and east and to receive passengers for Buffalo and west.
- t-Stops on notice to conductor to let off passengers from points on C. R. R. of N. J. and Reading Company.
- v-Stops daily on notice to Agent to receive passengers for Blirstown and west.
- w-Regular stop on Sundays; 7:13 P.M., weekdays upon advance information to local ticket agent to receive passengers destined to Buffalo and west.
- x-Stops Fridays and Saturdays only on notice to conductor to discharge passengers from Dover and east.
- y-Stops on signal to discharge passengers Dover and east and to receive passengers for Mt. Morris and west.
- z-Stops regularly to take on passengers.

Now in Service . . .
Bedroom Sleeping Cars
New York . Binghamton . Buffalo

CHICAGO, DETROIT, CLEVELAND AND BUFFALO TO NEW YORK

EASTWARD

For condensed time and equipment of trains see pages 2 and 3.

| Miles | TABLE 5 | 2 | Mixed | Mixed | 6 | 24 | 10 | 306 | 8 |
|-------|-------------------------------|----------|-------|--------|-------|-----------|-------|-------|-------|
| | | Daily | 92 | 42 | Daily | Sun. only | Daily | Daily | Daily |
| | | AM | AM | AM | AM | Note | PM | PM | PM |
| 0.0 | Buffalo | Lv 3 50 | | | 10 00 | | 6 15 | | 10 30 |
| 5.5 | East Buffalo | | | | | | z | | |
| 12.0 | Lancaster | | | | | | f6 37 | | |
| 21.0 | Alden | | | | | | z | | |
| 23.9 | Fargo | | | | | | z | | |
| 33.8 | North Alexander | | | | | | f7 12 | | |
| 41.2 | East Bethany | | | | | | z | | |
| 45.1 | B. R. & P. (B. & O.) Jct. | | | | | | z | | |
| 49.9 | Linwood | | | | | | f7 27 | | |
| 52.7 | Craigs | | | | | | z | | |
| 55.9 | Greigsville | | | | | | z | | |
| 59.4 | Leicester | | | | | | z | | |
| 62.5 | Mount Morris | 5 00 | | | 11 09 | | 7 45 | | 11 45 |
| 69.4 | Groveland | | | | | | 7 55 | | |
| 76.7 | Dansville | 5 23 | | | 11 31 | | 8 14 | | 12 04 |
| 82.0 | Perkinsville | f5 36 | | | | | | | |
| 83.9 | Wayland | f5 39 | | | | | 8 35 | | |
| 89.8 | Atlanta | f5 48 | | | | | 8 46 | | |
| 94.2 | Cohocton | f5 55 | | | | | 8 55 | | |
| 99.4 | Wallace | f6 02 | | | | | f9 03 | | |
| 102.0 | Avoca | f6 06 | | | | | 9 08 | | |
| 105.7 | Kanona | f6 10 | | | | | f9 13 | | |
| 109.6 | Bath | 6 19 | | | 12 13 | | 9 22 | | 12 44 |
| 115.0 | Savona | f6 27 | | | | | f9 31 | | |
| 119.5 | Campbell | f6 33 | | | | | f9 36 | | |
| 124.3 | Coopers | f6 38 | | | | | | | |
| 127.0 | Painted Post | f6 43 | | | | | | | |
| 128.5 | Corning | 6 50 | | | 12 33 | | 9 52 | | 1 06 |
| 136.7 | Big Flats | f7 02 | | | | | | | |
| 142.1 | Horseheads | f7 08 | | | | | | | |
| 144.4 | Elmira Heights | f7 11 | | | | | | | |
| 146.5 | Elmira | Ar 7 20 | | | 12 55 | | 10 20 | | 1 28 |
| 146.5 | Elmira | Lv 7 30 | 8 15 | | 1 00 | | 10 30 | | 1 35 |
| 153.3 | Lowman | | 8 27 | | | | | | |
| 159.9 | Wilawana | | f8 35 | | | | | | |
| 164.2 | Waverly | 7 52 | 8 40 | | 1 20 | | 10 54 | | 1 56 |
| 168.7 | Litchfield | | f8 57 | | | | | | |
| 174.5 | Nichols | 8 05 | 9 35 | | | | 11 06 | | |
| 177.7 | Lounsberry | | 9 42 | | | | | | |
| 216.8 | Ithaca | Lv | 8 10 | | 12 30 | | | | |
| 182.8 | Owego | Lv 8 20 | 10 05 | | 1 43 | | 11 21 | | j |
| 189.6 | Apalachin | | 10 17 | | | | z | | |
| | Vestal | | | | | | | | |
| 195.5 | Endicott | 8 36 | 10 28 | | z1 58 | | 11 45 | | |
| 200.8 | Johnson City | | 10 38 | | | | z | | |
| 203.5 | Binghamton | Ar 8 50 | 10 45 | | 2 10 | | 12 00 | | 2 43 |
| | Utica | Lv | | | 11 00 | | | | |
| | Oswego | Lv | | | 10 40 | | | | |
| | Syracuse | Lv | | | 12 00 | | 9 50 | 9 50 | |
| | Cortland | Lv | | | 1 03 | | 10 54 | 10 54 | |
| 203.5 | Binghamton | Lv 9 00 | | 10 55 | 2 20 | 4 40 | 12 20 | 12 30 | 2 55 |
| 212.5 | Conklin | | | f11 10 | | | | | |
| 217.7 | Hallstead | 9 18 | | 11 20 | | 4 57 | | 12 46 | |
| 223.6 | New Milford | 9 28 | | 11 55 | | 5 06 | | | |
| 229.8 | Alford | | | 12 15 | | | | | |
| 233.3 | Kingsley | | | 12 45 | | | | | |
| 237.6 | Foster | | | f12 58 | | 5 24 | | | |
| 243.1 | Njeholson-Tunkhan' Viaduct | | | f1 27 | | 5 32 | | | |
| 246.9 | Factoryville | | | 1 36 | | | | | |
| 249.2 | LaPlume | | | f1 42 | | | | | |
| 251.2 | Dalton | | | 2 10 | | | | | |
| 254.7 | Clarks Summit | 10 08 | | 2 21 | | 5 48 | | | |
| 262.1 | Scranton | Ar 10 20 | | 2 35 | 3 30 | 6 00 | 1 35 | | 4 05 |
| | Wilkes-Barre (Laurel Line) | Ar 11 10 | | 3 40 | 4 40 | 7 10 | 3 10 | | 6 10 |
| | | AM | AM | PM | PM | PM | AM | AM | AM |

NOTE: Will not run Feb. 12, will run Feb. 13 instead.

POCONO EXPRESS

LACKAWANNA LIMITED

NEW YORK MAIL

THE NEW YORKER

DO YOU KNOW...

That the education of more than 1,300,000 children throughout America is being paid for by the \$101,000,000 school taxes paid each year by the railroads.

And school taxes are only part of the tremendous tax contribution which railroads make to the activities and welfare of local communities — such things as police and fire protection, public health service, good roads, and a long list of other aids to public safety, comfort and well-being.

Because the railroads are tax-paying citizens of every community they serve, those communities have a mighty important reason for wanting railroads to earn a living under private management. Can the railroads do that? Of course they can.

What is needed for the railroads is such common-sense treatment as this. Treat the railroads as a business. Give them reasonable freedom to "price" their only product — transportation service. Give them greater freedom to adjust rates to meet competitive situations; to adjust services to the demands of traffic; and to adjust expenses to the conditions of their business. And give them equality of treatment and opportunity—equality with all other forms of transportation in matters of regulation, taxation, subsidy and the like.

EXPLANATION OF REFERENCE MARKS

†—Daily except Sunday.

§—Sunday only.

¶—No Ferry service to Christopher Street, New York, on Sundays.

A.M. time in light type.

P.M. time in heavy type.

c—Stops regularly on notice to conductor to let off passengers.

d—Stops on notice to Agent to receive passengers for Dover and east and on notice to conductor to let off passengers from Buffalo and west.

e—Stops to receive passengers for Dover and east and points on the Penna. R. R.

f—Stops on notice to Agent or conductor.

j—Stops on notice to conductor to let off passengers from Buffalo and west.

m—Stops on notice to conductor to let off passengers from points west of Dover.

s—Stops on notice to Agent to receive passengers for Elmira and east and on notice to conductor to discharge passengers from Buffalo and west.

v—Stops on notice to Agent to receive passengers for Dover and east, also for points on Pennsylvania Railroad and on notice to conductor to discharge passenger from Binghamton and points beyond.

w—Stops to let off passengers from Elmira and west.

x—Stops to let off passengers from Scranton and west.

z—Stops on notice to Agent to receive passengers for New York and on notice to conductor to let off passengers from Buffalo and west.

Plan to See the
New York World's Fair
In 1939

LACKAWANNA

CHICAGO, DETROIT, CLEVELAND AND BUFFALO TO NEW YORK

EASTWARD

For condensed time and equipment of trains see pages 2 and 3.

| Miles | TABLE 6 | 10 | 8 | 1012 | 26 | 1028 | 614 | 364 | 1030 | 2 | 1036 | Mixed | 6 | 634 | 1050 | 376 | 386 | 24 | 934 | 1128 | | | |
|-------|---|---------|-------|------|-------|------|------|-------|-------|-----|-------|-------|----|-------|------|------|-----|------|------|------|------|------|--|
| | | Daily | Daily | 1104 | Ex. | Ex. | Ex. | Ex. | Ex. | Ex. | Daily | 1120 | 42 | Daily | 928 | 1124 | Ex. | Sun. | Sun. | Sun. | Sun. | Sun. | |
| | | AM | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | Note | PM | PM | PM | | |
| | Wilkes-Barre (Laurel Line) | 12 45 | 3 15 | | 6 10 | | | | | | 19 15 | | | | | | | | | | | | |
| 262.1 | Seranton Lv | 1 45 | 4 15 | | 7 30 | | | | | | 8 45 | | | | | | | | | | | | |
| 267.5 | Nay Aug | | | | | | | | | | | | | | | | | | | | | | |
| 274.7 | Moscow | | | | | | | | | | | | | | | | | | | | | | |
| 282.3 | Gouldsboro | | | | 8 03 | | | | | | | | | | | | | | | | | | |
| 287.6 | Tobyhanna | | | | 8 10 | | | | | | | | | | | | | | | | | | |
| 292.6 | Pocono Summit (Station for Pocono Mnr. and Lutherland) | | | | 8 17 | | | | | | | | | | | | | | | | | | |
| 294.9 | Mount Pocono | | | | 8 21 | | | | | | | | | | | | | | | | | | |
| 300.6 | Cresco (Station for Skytop, Canadensis, Buck Hill Falls, Mountainhome, So. Sterling) | | d5 14 | | 8 31 | | | | | | | | | | | | | | | | | | |
| 306.0 | Henryville (Station for Paradise Falls Lutheran Assn.) | | | | | | | | | | | | | | | | | | | | | | |
| 309.4 | Analomink | | | | | | | | | | | | | | | | | | | | | | |
| 313.6 | Stroudsburg & | Ar 3 20 | 5 35 | | 8 51 | | | | | | | | | | | | | | | | | | |
| 313.6 | East Stroudsburg Lv | 3 20 | 5 35 | | 8 51 | | | 8 55 | 10 30 | | | | | | | | | | | | | | |
| | Ar Phillipsburg P. R. R. | | | | 9 55 | | | 9 55 | | | | | | | | | | | | | | | |
| | Ar Trenton | | | | 11 29 | | | 11 29 | | | | | | | | | | | | | | | |
| | Ar Philadelphia | | | | 12 13 | | | 12 13 | | | | | | | | | | | | | | | |
| 318.0 | Water Gap (Station for Shawnee-on-Delaware and Minisink Hills) | | | | | | | 9 03 | 10 37 | | | | | | | | | | | | | | |
| 330.4 | Blairstown | | | | | | | | | | | | | | | | | | | | | | |
| 334.5 | Johnsonburg | | | | | | | | | | | | | | | | | | | | | | |
| 337.6 | Greendell | | | | | | | | | | | | | | | | | | | | | | |
| 323.2 | Portland | | | | | | | | | | | | | | | | | | | | | | |
| 326.6 | Delaware | | | | | | | | | | | | | | | | | | | | | | |
| 330.2 | Bridgeville | | | | | | | | | | | | | | | | | | | | | | |
| 334.8 | Oxford Furnace | | | | | | | | | | | | | | | | | | | | | | |
| 339.2 | Washington | | | | | | | | | | | | | | | | | | | | | | |
| 339.2 | Washington | Ar Lv | | | | | | | | | | | | | | | | | | | | | |
| 349.0 | Hackettstown | | | | | | | | | | | | | | | | | | | | | | |
| 357.8 | Netcong (Stanhope) | | | | | | | | | | | | | | | | | | | | | | |
| 349.8 | Lake Hopatcong | | | | | | | | | | | | | | | | | | | | | | |
| 357.1 | Dover Ar | 4 17 | 6 37 | | 9 40 | | | | | | | | | | | | | | | | | | |
| 357.1 | Dover Lv | 4 17 | 6 37 | 6 43 | 9 40 | 9 41 | 9 56 | | | | | | | | | | | | | | | | |
| 359.9 | Rockaway | | | | 6 49 | | | | | | | | | | | | | | | | | | |
| 361.3 | Denville | | | | 7 00 | | | | | | | | | | | | | | | | | | |
| 364.0 | Mountain Lakes | | | | 7 05 | | | | | | | | | | | | | | | | | | |
| 366.0 | Boonton | | | | 7 10 | | | | | | | | | | | | | | | | | | |
| 370.1 | Towaco | | | | 7 18 | | | | | | | | | | | | | | | | | | |
| 372.3 | Lincoln Park | | | | 7 23 | | | | | | | | | | | | | | | | | | |
| 374.7 | Mountain View | | | | 7 28 | | | | | | | | | | | | | | | | | | |
| 380.1 | Paterson | | | | 7 39 | | | | | | | | | | | | | | | | | | |
| 383.1 | Athenia | | | | 7 44 | | | | | | | | | | | | | | | | | | |
| 384.6 | Passaic | | | | 7 48 | | | | | | | | | | | | | | | | | | |
| 385.9 | Delawanna | | | | 7 49 | | | | | | | | | | | | | | | | | | |
| 387.0 | Lyndhurst | | | | 7 53 | | | | | | | | | | | | | | | | | | |
| 387.7 | Kingsland | | | | 7 56 | | | | | | | | | | | | | | | | | | |
| 361.3 | Denville | | | | | | | | | | | | | | | | | | | | | | |
| 365.6 | Morris Plains | | | | | | | | | | | | | | | | | | | | | | |
| 367.8 | Morristown | | | | | | | | | | | | | | | | | | | | | | |
| 369.9 | Convent | | | | | | | | | | | | | | | | | | | | | | |
| 372.1 | Madison | | | | | | | | | | | | | | | | | | | | | | |
| 374.1 | Chatham | | | | | | | | | | | | | | | | | | | | | | |
| 377.5 | Summit | | | | | | | | | | | | | | | | | | | | | | |
| 379.8 | Short Hills | | | | | | | | | | | | | | | | | | | | | | |
| 380.8 | Millburn | | | | | | | | | | | | | | | | | | | | | | |
| 382.4 | Maplewood | | | | | | | | | | | | | | | | | | | | | | |
| 383.7 | South Orange | | | | | | | | | | | | | | | | | | | | | | |
| 384.5 | Mountain Station | | | | | | | | | | | | | | | | | | | | | | |
| 385.4 | Highland Avenue | | | | | | | | | | | | | | | | | | | | | | |
| 386.1 | Orange | | | | | | | | | | | | | | | | | | | | | | |
| 387.0 | Brick Church | | | | | | | | | | | | | | | | | | | | | | |
| 387.6 | East Orange | | | | | | | | | | | | | | | | | | | | | | |
| 388.0 | Grove Street | | | | | | | | | | | | | | | | | | | | | | |
| 388.6 | Roseville Avenue | | | | | | | | | | | | | | | | | | | | | | |
| 389.8 | Newark | | | | | | | | | | | | | | | | | | | | | | |
| 395.2 | HOBOKEN | 5 20 | 7 50 | | 10 27 | | | | | | | | | | | | | | | | | | |
| | D. L. & W. Ferries — | | | | | | | | | | | | | | | | | | | | | | |
| | Christopher St. | | | | | | | | | | | | | | | | | | | | | | |
| 396.2 | Barclay St. | 15 42 | 18 12 | | 10 47 | | | | | | | | | | | | | | | | | | |
| | West 23d St. | | | | | | | | | | | | | | | | | | | | | | |
| | Hudson Tunnels | | | | | | | | | | | | | | | | | | | | | | |
| | 28th St. & 6th Ave. (Fare 10c) | 5 43 | 8 12 | | 10 44 | | | | | | | | | | | | | | | | | | |
| | Hudson Term. Bldg.—Cortlandt St. (Fare 8c) | 5 42 | 8 05 | | 10 42 | | | | | | | | | | | | | | | | | | |
| | | AM | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | Note | PM | PM | PM | | |

For complete local service see Suburban Time Table

Receives passengers from Pocono Express at Dover, daily

Receives passengers daily from Lackawanna Limited at Dover

MOUNTAIN SPECIAL

Receives passengers from train No. 24 at Dover Sundays

Receives passengers from train No. 24 at Dover Sundays

Note: Will not run Feb. 12, will run Feb. 13 instead.



TRAVEL via LACKAWANNA... It's The Route of Scenic Beauty and Shortest Line Between Buffalo and New York

READ DOWN

BINGHAMTON, SYRACUSE AND OSWEGO

READ UP

| TABLE 7 | | | | TABLE 8 | | | | | |
|-----------|-----------|---------------------------------|-----------|---------|---|--------------------------------|-----------|-----------|-----------|
| 905 Daily | 903 Daily | 943 Daily | 909 Daily | Miles | NEW YORK | 944 Daily | 906 Daily | 928 Daily | 910 Daily |
| PM | AM | PM | AM | | Hudson Tunnels— | PM | PM | PM | AM |
| 4 30 | 9 54 | | + | | Lv 28th St. & 6th Ave. (Fare 10c) Ar | | 7 23 | | 5 43 |
| 4 37 | 10 01 | | + | | Hudson Term. Bldg.—Cortlandt Street (Fare 8c) | No. 944 will not carry baggage | 7 15 | | 5 42 |
| | | No. 943 will not carry baggage. | | | D. L. & W. Ferries— | | | | |
| †4 30 | †10 00 | | cl 00 | | Lv... { West 23d St. } Ar | | 17 12 | | 15 42 |
| | | | | | { Barclay St. } Ar | | | | |
| | | | | | { Christopher St. } Ar | | | | |
| 4 55 | 10 20 | | 1 25 | 1.0 | Hoboken | | 6 59 | | 5 20 |
| 9 45 | 3 25 | | 7 35 | 192.7 | Lv... Binghamton Ar | | 2 10 | 7 25 | 12 00 |
| | | | | 197.8 | Chenango Bridge | | | | h11 47 |
| f10 02 | a | 3 09 | a | 203.7 | Chenango Forks | 12 56 | | f7 04 | h11 40 |
| | a | f3 16 | a | 209.2 | Itaska | f12 48 | | | |
| f10 14 | 3 54 | f3 22 | 8 04 | 213.1 | Whitney Point | f12 40 | 1 36 | 6 51 | h11 27 |
| d | a | f3 27 | a | 215.3 | Lisle | f12 14 | | f6 47 | h11 23 |
| d | a | f8 33 | a | 218.9 | Killawog | f12 08 | | f6 42 | h11 18 |
| f10 28 | 4 08 | f3 38 | 8 18 | 221.9 | Marathon | f12 03 | 1 23 | 6 38 | 11 14 |
| d | a | f3 43 | a | 225.8 | Messengerville | f11 38 | | | h11 08 |
| | a | f3 51 | a | 232.1 | Blodgett Mills | f11 30 | | f6 24 | h11 00 |
| | a | f3 55 | a | 235.1 | Cortlandt Jet. | f11 25 | | | |
| 10 50 | 4 30 | f4 10 | 8 41 | 235.7 | Cortland | f11 00 | 1 03 | 6 18 | 10 54 |
| f10 55 | 4 35 | f4 40 | 8 46 | 238.3 | Homer | f10 30 | 12 54 | 6 03 | 10 45 |
| d | a | f4 53 | a | 242.6 | Little York | f10 10 | | f5 57 | h10 39 |
| d | a | f4 57 | a | 245.4 | Preble | f10 01 | | f5 53 | h10 36 |
| f11 10 | 4 50 | f5 04 | 9 01 | 250.0 | Tully | f9 55 | 12 39 | 5 47 | f10 30 |
| f11 15 | a | f5 16 | 9 06 | 252.6 | Apulia | f9 50 | | 5 42 | f10 25 |
| d | a | f5 34 | a | 257.8 | Onativia | f9 37 | | f5 34 | h10 16 |
| d | a | f5 45 | 9 24 | 265.4 | Jamesville | f9 25 | | f5 28 | h10 04 |
| 11 50 | 5 30 | 6 00 | 9 40 | 272.1 | Ar... Syracuse Lv | 9 10 | 12 00 | 5 10 | 9 50 |
| | 5 40 | | | 272.1 | Lv... Syracuse Ar | | 11 50 | | |
| | 6 04 | | | 284.1 | Baldwinsville | | 11 24 | | |
| | 6 12 | | | 288.7 | Lamson | | 11 14 | | |
| | f6 17 | | | 291.3 | South Granby | | f11 08 | | |
| | 6 26 | | | 296.0 | Fulton | | 11 00 | | |
| | 6 36 | | | 302.5 | Minetto | | 10 48 | | |
| PM | PM | PM | AM | 307.1 | Ar... Oswego Lv | | 10 40 | | |

Syracuse, Binghamton, Philadelphia, Atlantic City, Baltimore and Washington.

Read Down Read Up

| TABLE 9 | | | |
|-------------------------------|--|-------------------------------|-------|
| Inter-state Express 306 Daily | Onon-daga 327 Daily | Inter-state Express 301 Daily | |
| PM | AM | AM | |
| 9 50 | Lv... Lackawanna Railroad Ar | | 9 40 |
| f10 30 | Lv... Syracuse Ar | | 9 01 |
| 10 45 | Tully | | 8 46 |
| 10 54 | Homer | | 8 41 |
| 11 14 | Cortland | | 8 18 |
| | Marathon | | 8 04 |
| 12 00 | Whitney Point | | 7 35 |
| | Ar... Binghamton Lv | | |
| | Lv... Utica Ar | f7 40 | 12 15 |
| | Lv... Norwich Ar | f5 34 | 10 25 |
| | Ar... Binghamton Lv | f4 10 | 9 15 |
| 12 30 | Lv... Binghamton Ar | 2 55 | 6 42 |
| | Lv... Scranton Ar | 10 45 | 5 17 |
| | C. R. R. of N. J. | | |
| 2 55 | Ar... Wilkes-Barre Lv | 9 58 | 4 09 |
| 4 38 | Ar... Mauch Chunk Lv | 8 23 | 2 24 |
| 5 22 | Ar... Allentown Lv | 7 41 | 1 40 |
| | Reading Company | | |
| 5 49 | Ar... Bethlehem Lv | 7 29 | 1 25 |
| 6 56 | Ar... Lansdale Lv | 6 20 | 12 28 |
| 7 32 | Ar... Wayne Jct. Lv | 5 53 | 11 57 |
| 7 45 | Ar... Philadelphia Lv | 5 40 | 11 45 |
| | Pennsylvania-Reading (Seashore Lines) | | |
| 8 15 | Lv... Philadelphia Ar | | 10 45 |
| | (Market St. Wharf) | | |
| 9 35 | Ar... Atlantic City Lv | | b9 30 |
| | Baltimore & Ohio R. R. | | |
| 7 43 | Lv... Wayne Jct. Ar | 4 06 | |
| 8 00 | Lv... Philadelphia Ar | 3 51 | 8 45 |
| | (24th and Chestnut Sts.) | | |
| ▲ 9 56 | Ar... Baltimore Lv | ▲ 2 08 | 6 45 |
| | (Camden Station) | | |
| ▲ 10 38 | Ar... Washington Lv | ▲ 1 30 | 6 00 |
| AM | | PM | PM |

CLUB DINER ON TRAINS Nos. 909 and 906 BETWEEN Binghamton AND Syracuse

READ DOWN

BINGHAMTON AND UTICA

READ UP

| TABLE 8 | | | |
|-----------|-----------|------------------|-----------------------------|
| 803 Daily | 815 Daily | Mixed 809 Ex Sun | Miles |
| AM | AM | PM | |
| 9 54 | + | 19 42 | |
| 10 01 | + | 19 44 | |
| †10 00 | cl 00 | †19 45 | |
| 10 20 | 1 25 | †10 05 | 1.0 |
| 3 20 | 9 15 | 4 10 | 192.7 |
| f3 29 | 9 25 | b4 21 | 197.8 |
| 3 37 | 9 33 | 4 33 | 203.7 |
| 3 49 | 9 45 | 4 48 | 211.7 |
| f3 57 | 9 54 | b4 58 | 217.6 |
| f4 02 | f10 00 | b5 04 | 221.1 |
| 4 09 | 10 07 | 5 12 | 225.7 |
| | | b5 18 | 228.9 |
| 4 25 | 10 25 | 5 34 | 233.9 |
| | f10 33 | b5 44 | 239.6 |
| 4 40 | 10 41 | 5 54 | 245.0 |
| 4 48 | 10 49 | f6 04 | 250.1 |
| 4 53 | 10 55 | f6 09 | 252.6 |
| 5 00 | 11 02 | f6 16 | 256.8 |
| 5 06 | 11 08 | f6 23 | 260.7 |
| | | b6 31 | 265.0 |
| 5 15 | 11 18 | 6 34 | 266.3 |
| f5 21 | 11 25 | f6 42 | 270.6 |
| 5 28 | 11 31 | 6 50 | 274.2 |
| | | | Ar... Richfield Junction Lv |
| 5 37 | 11 38 | 6 51 | 274.2 |
| f5 41 | 11 43 | f6 56 | 276.5 |
| f5 44 | 11 47 | f7 01 | 278.5 |
| 5 47 | 11 51 | 7 06 | 280.0 |
| | | b7 10 | 282.1 |
| 5 54 | 11 59 | 7 14 | 283.7 |
| 6 15 | 12 15 | 7 40 | 287.8 |
| PM | PM | AM | Ar... Utica Lv |

Go BY TRAIN THE SAFE AND SANE WAY TO TRAVEL



A. M. time light type. P. M. time heavy type. †-Daily except Sunday. ‡-Daily except Saturday. +-Frequent service via Hudson tubes, but this train not held for tube connections. †-No Ferry service between Christopher Street, New York, and Hoboken, N. J., on Sundays. a-Stops on notice to conductor to let off passengers holding tickets from Scranton and east and from Elmira and west. b-Stops on notice to conductor to let off passengers from Binghamton and beyond. c-No boat connection from Christopher Street for this train. d-Stops to discharge passengers from Binghamton and beyond. f-Stops on notice to Agent or Conductor. h-Stops on signal to take on passengers for Scranton and east, and Elmira and west, providing agents are notified before 6 P. M.

SCRANTON, KINGSTON (WILKES-BARRE)

Read Down SUNBURY AND PITTSBURGH Read Up

| DL&W 705 Daily PM | P.R.R. 511 Daily AM | DL&W 715 Ex Sun AM | Miles | TABLE 10 | STA- TIONS ON | DL&W 702 Daily PM | P.R.R. 510 570 Daily PM | DL&W 708 Ex Sun AM | SLEEPER | |
|----------------------------|------------------------------|-----------------------------|-------|---|---------------------|----------------------------|-------------------------------------|-----------------------------|---|---|
| | | | | | | | | | Scranton to Pittsburgh, via Harrisburg. | Pittsburgh to Scranton, via Harrisburg. |
| | | | | New York | | | | | | |
| | | | | Hudson Tunnels— 28th St. & 6th Ave. (Fare 10c) | | 2 32 | | 5 43 | | |
| | | | | Hudson Terminal Bldg.— Cortlandt St. (Fare 5c) | | 2 30 | | 5 42 | | |
| | | | | D. L. & W. Ferries— West 23d Street Barclay Street Christopher Street | | 12 27 | | 5 42 | | |
| | | 1c00 | | | | 2 10 | | 5 20 | | |
| | | 1 25 | 1 0 | Lv. Hoboken Ar | | | | | | |
| | | | | Lv. Scranton Ar | | 10 00 | | 8 55 | | |
| 6 00 | | 7 00 | 134.1 | Taylor | DL&W | 9 49 | | 8 43 | | |
| 6 08 | | 7 09 | 137.7 | Old Forge | DL&W | 9 42 | | 8 38 | | |
| 6 13 | | 7 15 | 141.0 | Duryea | DL&W | 9 37 | | 8 35 | | |
| 6 15 | | 7 19 | 142.0 | Pittston | DL&W | 9 32 | | 8 32 | | |
| 6 18 | | 7 23 | 143.7 | West Pittston | DL&W | 9 25 | | 8 25 | | |
| 6 24 | | 7 28 | 145.0 | Wyoming | DL&W | 9 21 | | 8 21 | | |
| 6 28 | | 7 33 | 147.0 | Luzerne | DL&W | 9 14 | | 8 16 | | |
| 6 34 | | 7 39 | 150.6 | #Kingston | DL&W | 9 10 | | 8 12 | | |
| 6 50 | | 7 52 | 151.7 | #Wilkes-Barre | P.R.R. | | 5 33 | | | |
| 6 57 | | 8 00 | 154.9 | Plymouth | DL&W | 8 51 | | 7 57 | | |
| 7 03 | | 8 08 | 158.4 | #West Nanticoke | DL&W | 8 44 | | 7 50 | | |
| 7 09 | | 8 13 | 161.9 | #Nanticoke | P.R.R. | | 5 18 | | | |
| 7 17 | | 8 29 | 167.5 | Hunlock Creek | DL&W | 8 38 | | 7 43 | | |
| 7 43 | | 8 29 | 167.5 | #Shickshinny | DL&W | 8 29 | | 7 33 | | |
| | | | | #Mocansqua | P.R.R. | | 5 03 | | | |
| | | 8 35 | 172.1 | Hicks Ferry | DL&W | | | | | |
| | | 8 40 | 175.4 | Beach Haven | DL&W | | | 7 15 | | |
| | | 8 50 | 178.4 | #Berwick | DL&W | 8 07 | | 7 11 | | |
| | | | | #Nescopeck | P.R.R. | | 4 47 | | | |
| | | | | Briar Creek | DL&W | | | 6 57 | | |
| | | | | Lime Ridge | DL&W | | | 6 51 | | |
| | | | | Espy | DL&W | | | 6 46 | | |
| | | 9 13 | 191.0 | #Bloomsburg | DL&W | 7 39 | | 6 43 | | |
| | | | | Rupert | DL&W | | | | | |
| | | 11 17 | 192.7 | #East Bloomsburg | P.R.R. | | 4 30 | | | |
| 8 12 | | 9 21 | 194.3 | #Catawissa | DL&W | 7 26 | | 6 34 | | |
| 8 24 | | 9 35 | 202.7 | #Danville | P.R.R. | 7 12 | | 6 22 | | |
| 8 45 | | 9 55 | 214.5 | #South Danville | P.R.R. | | 4 13 | | | |
| 9 06 | 12 05 | 10 20 | 216.4 | Lv. Sunbury Ar | DL&W | 6 50 | | 6 02 | | |
| 10 50 | 11 46 | | 269.8 | Lv. Harrisburg Ar | P.R.R. | 4 10 | 11 05 | 4 10 | | |
| 7 50 | 7 40 | | 515.1 | Lv. Pittsburgh Ar | P.R.R. | 9 50 | 8 05 | 9 45 | | |

DELAWARE VALLEY TRANSPORTATION CO.

Read Down TRAIN—BUS SCHEDULE Read Up

| 3 Ex. Sun. AM | TABLE 11 | 26 Ex. Sun. AM | SLEEPER | |
|------------------------|--|-------------------------|---|---|
| | | | Scranton to Pittsburgh, via Harrisburg. | Pittsburgh to Scranton, via Harrisburg. |
| 10 00 | Lv. New York Ar | 10 47 | | |
| 12 30 | Lv. Stroudsburg and East Stroudsburg Ar | 8 25 | | |
| 12 40 | Marshall's Creek | 8 10 | | |
| 12 45 | Oak Grove | 8 07 | | |
| 12 55 | Coolbaugh | 7 57 | | |
| 12 58 | Echo Lake | 7 54 | | |
| 1 00 | Turn Villa | 7 51 | | |
| 1 05 | Shoemakers | 7 48 | | |
| 1 10 | Ar. Bushkill Lv. | 7 45 | | |

NEW YORK, BUFFALO AND NIAGARA FALLS

| 9 Daily PM | 3 Daily AM | 15 Daily AM | TABLE 12 | | |
|------------------|------------------|-------------------|----------------------------------|-------------------|------------------|
| | | | 6 Ex.Sun PM | 10 Daily AM | 8 Daily AM |
| 9 45 | 10 00 | 1 00 | Lv. New York Ar | 7 12 | 5 42 |
| 7 30 | 7 30 | 12 15 | Ar. Buffalo Lv | 10 00 | 6 15 |
| 9 25 | 9 05 | 2 35 | Lv. Buffalo Ar | 9 25 | 4 24 |
| | | | (Central Terminal) (N Y C) | | |
| 10 25 | 9 55 | 3 35 | Ar. Niagara Falls(NYC) Lv | 8 27 | 3 25 |

TO AND FROM ITHACA VIA OWEGO

Read Down Read Up

| 3 Daily AM | 15 Daily AM | Miles | TABLE 13 | 92 Daily AM | 6 Daily PM |
|------------------|-------------------|-------|---|-------------------|------------------|
| | | | | | |
| | | | New York | | |
| | | | Hudson Tunnels— Lv. 28th St. & 6th Ave. Ar | | |
| 9 54 | + | | (Fare 10c) | | 7 23 |
| 10 01 | + | | Hudson Terminal Bldg.— Cortlandt St. (Fare 5c) | | 7 15 |
| | | | D. L. & W. Ferries— West 23d Street Barclay Street Christopher Street | | 7 12 |
| 10 00 | 1c00 | | | | 6 59 |
| 10 20 | 1 25 | 1.0 | Hoboken | | d6 40 |
| z10 35 | | 8.8 | Newark | | d6 35 |
| z10 40 | | 11.6 | Brick Church | | e6 21 |
| n10 52 | | 21.1 | Summit | | e6 10 |
| n11 07 | | 30.8 | Morristown | | d5 56 |
| n11 24 | | 39.1 | Dover | | |
| | | | Lv. Philadelphia P. R. R. Ar | | 8 17 |
| | 11 45 | | Lv. Philadelphia P.&R.Ry. Ar | | |
| 1 50 | 5 05 | 134.1 | Lv. Scranton Ar | | 3 30 |
| 3 15 | 7 00 | 192.7 | Binghamton | 10 45 | 2 20 |
| 3 41 | 7 42 | 213.4 | Ar. Owego Lv | 10 05 | 1 43 |
| 953 | 971 | | | 952 | 956 |
| | | | | AM | PM |
| 3 45 | 10 10 | 213.4 | Lv. Owego Ar | 9 35 | 1 37 |
| 3 55 | 10 22 | 218.8 | Catatonk | 9 13 | 1 22 |
| 4 08 | 10 32 | 224.1 | Candor | 9 00 | 1 12 |
| 4 17 | 10 42 | 229.4 | Willseyville | 8 45 | 1 02 |
| 4 29 | 10 53 | 235.3 | Caroline | 8 35 | 12 52 |
| 5 05 | 11 20 | 247.4 | Ar. Ithaca Lv | 8 10 | 12 30 |

MONTROSE BRANCH

Read Down Read Up

| Mixed 751 Daily AM | Miles | TABLE 14 | Mixed 752 Daily AM |
|-----------------------------|-------|------------------------|-----------------------------|
| | | | |
| | | | |
| 9 55 | 0.0 | Lv. Alford Ar | 11 50 |
| 10 10 | 5.1 | Heart Lake | 11 35 |
| 10 16 | 7.2 | Tiffany | 11 29 |
| 10 25 | 10.4 | Ar. Montrose Lv | 11 20 |

**SCRANTON, BINGHAMTON, ELMIRA, CORNING
AND ROCHESTER
VIA MT. MORRIS AND ERIE RAILROAD**

Read Down Read Up

| No.15 Ex Sun &Hols. AM | No. 9 Daily AM | No. 9 Ex Sun &Hols. AM | TABLE 16 | | No.10 Ex Sun &Hols. AM |
|---------------------------------|----------------------|---------------------------------|--------------------------|--|---------------------------------|
| 5 05 | 1 35 | 1 35 | Lv. Scranton Ar | | 1 35 |
| 7 00 | 3 05 | 3 05 | Binghamton | | 12 00 |
| 7 42 | 3 32 | 3 32 | Owego | | 11 21 |
| 8 12 | | | Waverly | | 10 54 |
| 8 40 | 4 25 | 4 25 | Elmira | | 10 20 |
| 9 04 | 4 45 | 4 45 | Corning | | 9 52 |
| 9 31 | 5 06 | 5 06 | Bath | | 9 22 |
| 10 47 | 6 02 | 6 02 | Ar. Mt. Morris Lv | | 7 45 |
| 11 55 | 7 30 | 6 30 | Lv. Mt. Morris Ar | | 7 25 |
| 1 05 | 8 45 | 7 45 | Ar. Rochester Lv | | 6 15 |

Note:—Distance between Lackawanna and Erie Stations Mt. Morris, one mile. Taxicab fare 35c.

EXPLANATION OF REFERENCE MARKS

‡—Weekdays only, leaving Sunbury 12:28 P. M. ¶—No Ferry service between Christopher Street, New York, and Hoboken, N. J., on Sundays.
 +—Frequent service via Hudson Tubes, but this train will not be held for Tube connections. #—These towns are located on opposite side of the river but there are bridges across the river at these points. A. M. time light type. P. M. time heavy type. c—No boat connection for this train from Christopher Street. d—Regular stop to let off passengers. e—Stops on notice to conductor to let off passengers from Scranton and west. f—Stops on notice to Agent or conductor to receive or discharge passengers. n—Stops on notice to Agent to receive passengers for Blairstown and west. z—Stops regularly to take on passengers.

Note:—Trains Nos. 54 and 55 on Cincinnatus Branch will be annulled on the following Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day.

**BUFFALO, SYRACUSE, BINGHAMTON AND SCRANTON TO PHILADELPHIA, BALTIMORE
AND WASHINGTON VIA STROUDSBURG AND PENNSYLVANIA RAILROAD**

SPEED

by

**RAILWAY
EXPRESS**

Your packages, large or small
... anywhere, everywhere —
at low cost. A real economy.

READ DOWN Northward

| 385 Sun. Only | 363 Ex. Sun. | 363 Ex. Sun. | 357 Ex. Sun. |
|---------------------|--------------------|--------------------|--------------------|
| PM | Noon | Noon | AM |
| 6 00 | 12 00 | 12 00 | 2 20 |
| 6 46 | 12 45 | 12 45 | 3 40 |
| 9 00 | 3 00 | 3 00 | 8 04 |
| 9 42 | 3 41 | 3 41 | 8 45 |
| 11 04 | 5 07 | 5 07 | 10 15 |
| 11 27 | 5 38 | 5 38 | 10 39 |
| | 5 48 | 5 48 | 10 50 |
| | 5 52 | 5 52 | 10 55 |
| | 5 59 | 5 59 | 11 02 |
| 11 55 | 6 10 | 6 10 | 11 10 |
| 12 10 | 6 53 | 6 20 | 11 15 |
| | | b6 26 | 11 22 |
| | | b6 38 | 11 29 |
| | | 6 46 | 11 40 |
| | | 7 01 | 11 55 |
| | | 7 08 | 12 02 |
| | | 7 17 | 12 10 |
| 1 25 | 8 10 | 7 55 | 12 50 |
| 2 55 | 9 35 | | 2 50 |
| | | | 5 05 |
| | | | 5 30 |
| | | | 6 15 |
| 4 18 | 11 05 | | 4 25 |
| 7 30 | 2 15 | | 7 30 |
| AM | AM | PM | PM |

TABLE 17

| | | |
|----|-------------------------|----|
| Lv | Washington | Ar |
| | Baltimore | |
| | Philadelphia, Broad St. | |
| | Trenton | |
| | Phillipsburg (Easton) | |
| | Belvidere | |
| | Delaware | |
| | Portland | |
| | Water Gap | |
| Ar | Stroudsburg & | Lv |
| Lv | E. Stroudsburg | Ar |
| Ar | Analomink | Lv |
| | Henryville | |
| | Cresco | |
| | Mount Pocono | |
| | Pocono Summit | |
| | Tobyhanna | |
| | Scranton | |
| | Binghamton | |
| | Ithaca | |
| | Syracuse | |
| | Utica | |
| | Elmira | |
| Ar | Buffalo | Lv |

Southward READ UP

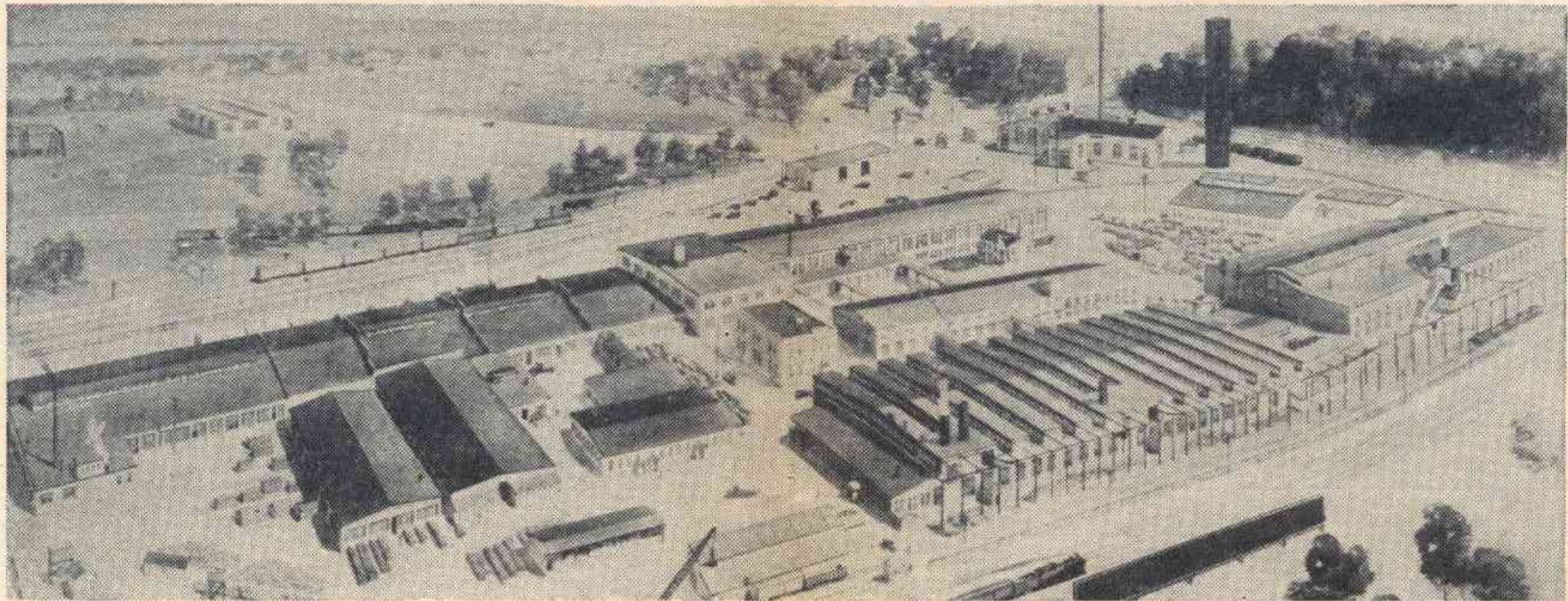
| 364 Ex. Sun. | 376 Ex. Sun. | 385 Sun. Only |
|--------------------|--------------------|---------------------|
| PM | PM | PM |
| 2 30 | 10 55 | 10 55 |
| 1 46 | 10 09 | 10 09 |
| 12 13 | 8 17 | 8 17 |
| 11 29 | 7 30 | 7 30 |
| 9 55 | 6 02 | 6 09 |
| 9 26 | 5 34 | 5 44 |
| 9 15 | 5 23 | 5 33 |
| 9 11 | 5 19 | 5 29 |
| 9 03 | 5 11 | 5 21 |
| 8 55 | 5 03 | 5 13 |
| 8 51 | 4 58 | 4 58 |
| | a | a |
| | a | a |
| 8 31 | 4 35 | 4 35 |
| 8 21 | 4 26 | 4 26 |
| 8 17 | 4 23 | 4 23 |
| h8 10 | 3 44 | 3 44 |
| 7 30 | 3 35 | 3 35 |
| | 2 20 | 2 20 |
| | 12 30 | 12 30 |
| | 12 00 | 12 00 |
| | 11 00 | 11 00 |
| | 1 00 | 1 00 |
| | 10 00 | 10 00 |
| AM | AM | AM |

**Florida
and
The South**

Direct Rail Connections for all Points South.

A. M. time light face type. P. M. time heavy type. a-Train No. 42 leaves Henryville 4.26 P. M., Analomink 4.34 P. M., connecting at Stroudsburg with this train. b-Stops on notice to conductor to discharge passengers from points on the Pennsylvania Railroad. f-Stops on signal or on notice to conductor. h-Stops on signal to receive passengers for points on Pennsylvania Railroad. j-Stops on signal to receive passengers for points on Pennsylvania Railroad and to discharge passengers from Binghamton and beyond. © Leaves or arrives Pennsylvania Station (30th Street), Philadelphia. The time of trains south of Delaware is shown for the accommodation of the public and this company will not be responsible for errors or changes that may occur.

INDUSTRIAL PROPERTY AVAILABLE—DOVER, N. J.
For sale or lease (all or part)



422,458 square feet of floor space (more than 330,830 square feet being one story or ground floor area) in 1 and 2 story buildings of brick, tile and reinforced concrete construction; high ceilings; 2 — 100 h.p. Brickset HRT Heine Boilers; about 25 acres of land. D. L. & W. and C. R. R. N. J. private sidings.

For complete information concerning this and other available industrial properties, communicate with
W. B. HARAHAAN,
Industrial Agent,
140 Cedar Street,
New York, N. Y.
Telephone: BArlay 7-2500

RAILROAD AND PULLMAN FARES

| FROM TO | NEW YORK AND HOBOKEN | | | | NEWARK | | | | SCRANTON | | | | BINGHAMTON | | | | ELMIRA | | | | BUFFALO | | | |
|----------------------------------|----------------------|---------|----------------|-----------------|------------------|---------|----------------|-----------------|------------------|---------|----------------|-----------------|------------------|---------|----------------|-----------------|------------------|---------|----------------|-----------------|------------------|---------|-------------|-----------------|
| | One-Way Fares | | Lower Berth | Parlor Car Seat | One-Way Fares | | Lower Berth | Parlor Car Seat | One-Way Fares | | Lower Berth | Parlor Car Seat | One-Way Fares | | Lower Berth | Parlor Car Seat | One-Way Fares | | Lower Berth | Parlor Car Seat | One-Way Fares | | Lower Berth | Parlor Car Seat |
| | Tickets Valid In | | | | Tickets Valid In | | | | Tickets Valid In | | | | Tickets Valid In | | | | Tickets Valid In | | | | Tickets Valid In | | | |
| | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | *Pull-man Cars | Coaches | | |
| \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | | |
| Allentown, Pa. | 20.50 | 17.35 | 5.25 | | 20.30 | 17.23 | 5.25 | | 16.50 | 14.06 | 4.20 | | 15.65 | 13.47 | 3.95 | | 13.90 | 12.01 | 3.70 | | 10.65 | 8.86 | | |
| Ann Arbor, Mich. | | | | | | | | | 6.60 | 5.48 | | | 8.40 | 6.98 | | | 8.90 | 7.40 | | | 12.50 | 10.40 | | |
| Baltimore, Md. | 8.65 | 7.19 | 2.65 | 1.65 | 8.45 | 7.03 | 2.65 | 1.65 | 4.65 | 3.86 | 2.10 | .85 | 2.85 | 2.36 | 2.10 | .55 | 1.10 | .91 | | .55 | 3.30 | 2.73 | .60 | |
| Bath, N. Y. | 23.00 | 19.15 | 5.55 | | 22.80 | 18.98 | 5.55 | | 19.00 | 15.82 | 4.75 | | 17.95 | 15.20 | 4.50 | | 16.20 | 13.74 | 4.20 | | 11.80 | 10.09 | 2.90 | |
| Battle Creek, Mich. | | | | | | | | | | | | | | | | | | | | | | | | |
| Binghamton, N. Y. (See Note ⊙) | 5.80 | 4.82 | 2.10 | 1.15 | 5.60 | 4.65 | 2.10 | 1.15 | 1.80 | 1.48 | | .55 | | | | | 1.75 | 1.44 | | .55 | 6.15 | 5.11 | 2.10 | |
| Brick Church, N. J. | .35 | .29 | | | .10 | .10 | | | 3.75 | 3.11 | 2.10 | .75 | 5.55 | 4.61 | 2.10 | 1.15 | 7.30 | 6.07 | 2.10 | 1.40 | 11.70 | 9.73 | 2.65 | |
| Buffalo, N. Y. (See Note ●) | 11.90 | 9.90 | 2.65 | 2.10 | 11.75 | 9.78 | 2.65 | 2.10 | 7.95 | 6.61 | 2.10 | 1.45 | 6.15 | 5.11 | 2.10 | 1.15 | 4.40 | 3.65 | 2.10 | .80 | | | | |
| Chicago, Ill. (via NYC&St.L.) | 25.25 | 20.69 | 6.30 | | 25.25 | 20.69 | 6.30 | | 22.10 | 18.18 | 5.80 | | 20.35 | 16.68 | 5.25 | | 18.60 | 15.23 | 4.50 | | 14.30 | 11.65 | 3.95 | |
| " " (via MCRR) | 27.25 | 22.69 | 6.30 | | 27.00 | 22.48 | 6.30 | | 23.55 | 19.61 | 5.80 | | 21.80 | 18.15 | 5.25 | | 20.10 | 16.73 | 4.50 | | 15.80 | 13.15 | 3.95 | |
| Cleveland, Ohio (via NYC&St.L.) | 16.30 | 13.57 | 3.95 | | 16.30 | 13.57 | 3.95 | | 13.35 | 11.11 | 3.15 | 2.40 | 11.60 | 9.65 | 3.15 | 2.05 | 9.90 | 8.23 | 2.65 | 1.75 | 5.55 | 4.61 | 2.65 | |
| " " (via NYCRR) | 17.15 | 14.28 | 3.95 | | 16.90 | 14.07 | 3.95 | | 13.35 | 11.11 | 3.15 | 2.40 | 11.60 | 9.65 | 3.15 | 2.05 | 9.90 | 8.23 | 2.65 | 1.75 | 5.55 | 4.61 | 2.65 | |
| Corning, N. Y. | 8.05 | 6.69 | 2.10 | 1.55 | 7.85 | 6.53 | 2.10 | 1.55 | 4.05 | 3.36 | 2.10 | .75 | 2.25 | 1.86 | | .55 | .55 | .45 | | .55 | 3.90 | 3.23 | .70 | |
| Cortland, N. Y. | 7.10 | 5.90 | 2.10 | | 6.90 | 5.73 | 2.10 | | 3.10 | 2.57 | 2.10 | | 1.30 | 1.07 | | | 2.55 | 2.11 | | | 6.15 | 5.11 | | |
| Cresco, Pa. | 2.90 | 2.40 | | .60 | 2.70 | 2.23 | | .55 | 1.20 | .98 | | .55 | 2.95 | 2.44 | | .60 | 4.70 | 3.90 | 2.10 | .90 | 9.10 | 7.57 | 2.10 | |
| Dansville, N. Y. | 9.65 | 8.03 | 2.65 | 1.80 | 9.45 | 7.86 | 2.65 | 1.80 | 5.65 | 4.69 | 2.10 | 1.00 | 3.85 | 3.19 | 2.10 | .70 | 2.10 | 1.73 | | .55 | 2.35 | 1.94 | .55 | |
| Detroit, Mich. | 20.30 | 17.35 | 4.50 | | 20.15 | 17.23 | 4.50 | | 16.30 | 14.06 | 3.95 | | 14.55 | 12.56 | 3.70 | | 12.80 | 11.10 | 3.15 | | 8.40 | 7.45 | 2.10 | |
| Dunkirk, N. Y. | 13.15 | 10.94 | 3.15 | 2.35 | 12.95 | 10.78 | 3.15 | 2.35 | 9.10 | 7.57 | 2.65 | 1.65 | 7.35 | 6.11 | 2.65 | 1.35 | 5.65 | 4.69 | 2.40 | 1.00 | 1.25 | 1.03 | .55 | |
| Elmira, N. Y. | 7.55 | 6.28 | 2.10 | 1.45 | 7.35 | 6.11 | 2.10 | 1.45 | 3.55 | 2.94 | 2.10 | .65 | 1.75 | 1.44 | | .55 | | | | | 4.40 | 3.65 | 2.10 | |
| Erie, Pa. | 14.55 | 12.11 | 3.15 | | 14.35 | 11.94 | 3.15 | | 10.50 | 8.73 | 2.65 | 1.90 | 8.75 | 7.28 | 2.65 | 1.55 | 7.05 | 5.86 | 2.65 | 1.30 | 2.65 | 2.18 | .55 | |
| Fort Wayne, Ind. (via NYC&St.L.) | 21.95 | 18.27 | 5.25 | | 21.95 | 18.27 | 5.25 | | 19.00 | 15.82 | 4.75 | | 17.20 | 14.32 | 4.50 | | 15.50 | 12.90 | 3.95 | | 11.15 | 9.29 | 3.15 | |
| Ithaca, N. Y. | 7.45 | 6.19 | | | 7.25 | 6.03 | | | 3.45 | 2.86 | | | 1.65 | 1.36 | | | 2.15 | 1.78 | | | 6.55 | 5.44 | | |
| Jackson, Mich. | 21.65 | 18.02 | 5.25 | | 21.45 | 17.86 | 5.25 | | 17.65 | 14.69 | 4.50 | | 16.60 | 14.25 | 4.20 | | 14.85 | 12.79 | 3.95 | | 10.65 | 9.14 | 2.65 | |
| Kalamazoo, Mich. | 23.70 | 19.73 | 5.80 | | 23.50 | 19.57 | 5.80 | | 19.65 | 16.36 | 5.25 | | 18.65 | 15.78 | 4.75 | | 16.90 | 14.32 | 4.20 | | 12.50 | 10.67 | 3.15 | |
| Mt. Morris, N. Y. | 10.05 | 8.36 | 2.65 | 1.85 | 9.85 | 8.19 | 2.65 | 1.85 | 6.05 | 5.03 | 2.10 | 1.15 | 4.25 | 3.53 | 2.10 | .80 | 2.55 | 2.11 | | .55 | 1.85 | 1.53 | .55 | |
| Mt. Pocono, Pa. | 3.05 | 2.53 | | .65 | 2.85 | 2.36 | | .60 | 1.00 | .83 | | .55 | 2.75 | 2.28 | | .55 | 4.50 | 3.73 | 2.10 | .85 | 8.90 | 7.40 | 2.10 | |
| Newark, N. J. | | | | | | | | | 3.85 | 3.19 | 2.10 | .75 | 5.60 | 4.65 | 2.10 | 1.15 | 7.35 | 6.11 | 2.10 | 1.45 | 11.75 | 9.78 | 2.65 | |
| Owego, N. Y. | 6.45 | 5.36 | 2.10 | 1.25 | 6.25 | 5.19 | 2.10 | 1.25 | 2.45 | 2.03 | 2.10 | .55 | .65 | .54 | | .55 | 1.10 | .91 | | .55 | 5.50 | 4.57 | 2.10 | |
| Philadelphia, Pa. | | | | | | | | | 4.90 | 4.07 | | | 6.70 | 5.57 | 2.10 | 1.30 | 8.15 | 6.78 | | | 12.50 | 10.40 | | |
| Pittsburgh, Pa. | | | | | | | | | 11.45 | 9.53 | 2.65 | | | | | | | | | | | 7.75 | 6.44 | 2.65 |
| Pocono Summit, Pa. | 3.15 | 2.61 | | .65 | 2.95 | 2.44 | | .65 | .95 | .79 | | .55 | 2.70 | 2.23 | | .55 | 4.45 | 3.69 | 2.10 | .85 | 8.85 | 7.36 | 2.10 | |
| Scranton, Pa. | 4.05 | 3.36 | 2.10 | .80 | 3.85 | 3.19 | 2.10 | .75 | | | | | 1.80 | 1.48 | | .55 | 3.55 | 2.94 | 2.10 | .65 | 7.95 | 6.61 | 2.10 | |
| St. Louis, Mo. (via NYC&St.L.) | 29.25 | 23.31 | 7.65 | | 29.25 | 23.31 | 7.65 | | 27.80 | 22.93 | 7.10 | | 26.05 | 21.43 | 6.85 | | 24.30 | 19.98 | 6.30 | | 20.05 | 16.69 | 5.25 | |
| " " (via NYCRR) | 31.75 | 25.81 | 7.65 | | 31.50 | 25.60 | 7.65 | | 28.00 | 23.32 | 7.10 | | 27.50 | 22.90 | 6.85 | | 25.80 | 21.48 | 6.30 | | 21.55 | 17.94 | 5.25 | |
| Stroudsburg, Pa. | 2.50 | 2.07 | | .55 | 2.30 | 1.90 | | .55 | 1.55 | 1.28 | | .55 | 3.35 | 2.78 | | .65 | 5.10 | 4.23 | 2.10 | .95 | 9.50 | 7.90 | 2.10 | |
| Syracuse, N. Y. | 8.20 | 6.82 | 2.10 | | 8.00 | 6.65 | 2.10 | | 4.20 | 3.48 | 2.10 | | 2.40 | 1.98 | | | 3.65 | 3.03 | | | 7.20 | 5.98 | | |
| Washington, D. C. | | | | | | | | | 7.75 | 6.44 | | | 9.55 | 7.94 | | | 9.55 | 7.94 | | | 13.05 | 10.86 | | |
| Water Gap, Pa. | 2.35 | 1.94 | | .55 | 2.20 | 1.82 | | .55 | 1.70 | 1.40 | | .55 | 3.45 | 2.86 | | .65 | 5.20 | 4.32 | 2.10 | .95 | 9.60 | 7.98 | 2.10 | |
| Waverly, N. Y. | 7.00 | 5.82 | 2.10 | 1.35 | 6.80 | 5.65 | 2.10 | 1.35 | 3.00 | 2.48 | 2.10 | .60 | 1.20 | .98 | | .55 | .55 | .45 | | | 4.95 | 4.11 | 2.10 | |

Note ● Between New York and Buffalo, Single occupancy Bedroom \$4.75; Double occupancy Bedroom \$5.25.
 Note ⊙ Between New York and Binghamton, Single occupancy Bedroom \$3.80; Double occupancy Bedroom \$4.20.
 *Tickets valid in Pullman Cars will be accepted upon payment of Pullman charges for space occupied.

MINIMUM NUMBER OF RAILROAD TICKETS REQUIRED FOR EXCLUSIVE OCCUPANCY OF SPACE IN PULLMAN CARS

| | |
|---|--------|
| Section | 1 |
| Bed Room | 1 |
| Compartment, berth service | 1 1/10 |
| Compartment, seat service (sleeping car) | 1 1/2 |
| Drawing Room, berth service | 1 1/4 |
| Drawing Room, seat service (sleeping car) | 2 |
| Drawing Room in parlor car | 2 |

| | |
|-----------------------|--|
| Cost of | |
| Upper Berth is | |
| Section, one person | |
| " 2 persons | |
| Comp't, one person | |
| " 2 or more persons | |
| Dr. Room, one person | |
| " " 2 or more persons | |

CHARGES FOR OTHER ACCOMMODATIONS IN PULLMAN SLEEPING CARS

| | WHERE LOWER BERTH RATE IS: | | | | | | | | | | | | | | |
|-----------------------|----------------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | \$2.10 | 2.65 | 3.15 | 3.70 | 3.95 | 4.20 | 4.50 | 4.75 | 5.25 | 5.55 | 5.80 | 6.30 | 6.85 | 7.10 | 7.65 |
| Upper Berth is | 1.60 | 2.00 | 2.40 | 2.80 | 3.00 | 3.20 | 3.40 | 3.60 | 4.00 | 4.20 | 4.40 | 4.80 | 5.20 | 5.40 | 5.80 |
| Section, one person | 2.80 | 3.55 | 4.20 | 4.95 | 5.30 | 5.60 | 6.00 | 6.35 | 7.00 | 7.40 | 7.75 | 8.40 | 9.15 | 9.50 | 10.20 |
| " 2 persons | 3.25 | 4.10 | 4.85 | 5.70 | 6.10 | 6.45 | 6.90 | 7.30 | 8.05 | 8.55 | 8.95 | 9.70 | 10.55 | 10.95 | 11.75 |
| Comp't, one person | 4.20 | 5.25 | 6.30 | 7.35 | 7.90 | 8.40 | 8.95 | 9.45 | 10.50 | 11.05 | 11.55 | 12.60 | 13.65 | 14.20 | 15.25 |
| " 2 or more persons | 6.30 | 7.35 | 8.95 | 10.50 | 11.05 | 12.10 | 12.60 | 13.65 | 14.70 | 15.75 | 16.30 | 17.85 | 19.45 | 19.95 | 21.55 |
| Dr. Room, one person | 5.25 | 6.60 | 7.90 | 9.20 | 10.00 | 10.50 | 11.30 | 11.85 | 13.15 | 13.95 | 14.45 | 15.75 | 17.10 | 17.85 | 19.20 |
| " " 2 or more persons | 7.35 | 9.45 | 11.55 | 13.65 | 14.70 | 14.70 | 15.75 | 16.80 | 18.90 | 19.95 | 21.00 | 22.05 | 24.15 | 25.20 | 27.30 |

GENERAL INFORMATION

TIME TABLES—This time table is furnished to the public as a matter of information only. This company is not responsible for errors in same, inconvenience or damage resulting from delayed trains, or failure to make connections; schedules herein are subject to change without notice.

Purchase Tickets from starting point through to destination before boarding train and secure the benefit of the lowest available fare.

Adjustment of Fares—In case of dispute with conductors or agents, passengers should pay the fare required, take a receipt, and communicate with the General Passenger Agent, 140 Cedar Street, New York.

Passengers leaving train short of destination of the ticket should have the conductor make endorsement on the ticket to that effect.

Redemption of Tickets—Wholly or partially unused tickets will be redeemed by charging regular tariff fares for the portions used upon application to the General Passenger Agent.

Baggage—(a) 150 pounds of baggage, not exceeding \$100.00 in value, will be checked free on each adult ticket, and 75 pounds, not exceeding \$50.00 in value, on each child's ticket. Excess charge will be collected for excess weight and excess value, but no piece of baggage exceeding 300 pounds in weight (except immigrant baggage checked at port of landing), or single shipment exceeding \$2,500.00 in value will be accepted for checking.

(b) **This Company** cannot guarantee to forward baggage on same train with passenger, and when necessary, will forward it on other trains.

To facilitate prompt delivery at destination passengers are advised to arrange for forwarding on a preceding train.

(c) **Baggage Checked to New York City**—Unless otherwise specified, all baggage checked to New York City will be sent to the West 23rd Street Station.

(d) **Baggage Delivery Service**—Arrangements can be made at the time of checking baggage for delivery of same to residence, hotel or other point in New York City, Newark, Buffalo and other important cities without further attention on the part of the owner.

(e) **Storage** will be charged on each piece of baggage remaining at stations over 24 hours, except that certain concessions will be allowed for Sundays and holidays.

(f) **Baggage** for stations where there is no agent must be claimed at the baggage car door immediately upon arrival at that station; otherwise it will be carried to first station where agent is on duty and held for further orders.

(g) **Parcel Rooms** will be found at the principal stations, where packages, hand baggage, etc., may be checked and cared for at a nominal charge.

Stop-overs—All one-way and round trip tickets limited to 1 year in addition to date of issue, (except tickets sold between stations Dover and East) as well as All-Year, Summer and Winter Tourist tickets, will permit of stop-over within limit of ticket at any station en route upon application to conductor and without deposit of ticket at stop-over point. For detailed information consult ticket agents.

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 × Located on Montclair Branch. Tables 3, 6, show service to and from Newark, N. J., the junction point. (See Suburban time table.)
 ○ Located on Passaic and Delaware Branch. Tables 3, 6, show service to and from Summit, N. J., the junction point. (See Suburban time table.)
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 † Located on Boonton Line. (See Suburban time table.)
 ‡ Located on Main Line. (See Suburban time table.)

DIRECTORY OF OPERATING AND TRAFFIC DEPARTMENTS

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W. E. DOWNS, Division Passenger Agent

Brooklyn, N. Y.—Wallabout Terminal—Phone Stagg 2-8180
GEORGE R. MARR, City Freight Agent

Buffalo, N. Y.—8 No. Division St. (Near Main)—Phone Cleveland 2488
LOUIS F. HEINECK, Gen. Agent, Pass. Dept.

Chicago, Ill.—327 South LaSalle Street—Phone Wabash 3443
R. G. CARLSON, Commercial Agent
D. J. WHITE, Traveling Passenger Agent

Cincinnati, Ohio—18 East Fourth Street—Phone Main 0730
WILLIAM J. NOLAN, General Agent

Cleveland, Ohio—310 Park Bldg.—Phone Main 0435
M. J. NAUGHTON, General Agent

Detroit, Mich.—2031 National Bank Bldg.—Phone Cadillac 6727
O. H. WARMBOLD, General Agent
L. E. TENNEY, Assistant General Agent
F. W. SCHEPPMANN, District Passenger Agent

Easton, Pa.—402 Northampton Street—Phone Easton 9021
Z. LEE MATHERS, Commercial Agent

Indianapolis, Ind.—410 Guaranty Bldg.—Phone Riley 9071
SAMUEL J. NEILL, Commercial Agent

Kansas City, Mo.—403 Railway Exchange Bldg.—Phone Main 2226
BRUCE L. DILL, Commercial Agent

Los Angeles, Calif.—108 West Sixth Street—Phone Tucker 2067
H. E. ALLEN, Commercial Agent

Milwaukee, Wis.—1315 Majestic Bldg.—Phone Marquette 6410
J. R. McDOWELL, Commercial Agent

Minneapolis, Minn.—216 Metropolitan Life Bldg.—Phone Main 5301
D. A. KYLE, Commercial Agent

Newark, N. J.—Lackawanna Station—Phone Humboldt 2-2100
THOMAS L. STEELE, Division Freight Agent

856 Broad Street—Phone Market 3-3440
C. F. FELTHAM, Division Passenger Agent

New Haven, Conn.—39 Church Street—Phone New Haven 6-2466
WILLIAM K. MARTIN, General Agent

New York, N. Y.—Produce Exchange—Phone Bowling Green 9-5100

F. G. PLATT, Special Traffic Representative
P. E. AHERN, City Freight Agent

500 Fifth Avenue at 42nd Street—Phone Lackawanna 4-0234
W. H. WEBER, District Passenger Agent
E. WORTMANN, Steamship Passenger Agent

Paterson, N. J.—302 Main Street—Phone Sherwood 2-8998
ROBERT H. EDMOND, City Ticket Agent

Philadelphia, Pa.—1602 Finance Bldg.—
Phone Bell, Rittenhouse 2848—Keystone, Race 6026
J. C. DAWSON, General Agent

Pittsburgh, Pa.—503 Park Bldg.—Phone Atlantic 0463
J. A. McCOY, General Agent

Portland, Ore.—Room 533, Terminal Sales Bldg.—Phone BEacon 0757
J. E. GATHMAN, General Agent

St. Louis, Mo.—1971-1972 Railway Exchange Bldg.—Phone Main 2460
A. L. BAHLER, General Agent

St. Paul, Minn.—1008 Pioneer Bldg.—Phone Cedar 5765
L. L. NEWELL, Commercial Agent

San Francisco, Calif.—601 Monadnock Bldg.—Phone Sutter 7515
W. R. KNEISS, General Agent

Scranton, Pa.—Lackawanna Station—Phone Scranton 5251
C. V. McKOWNE, Division Freight Agent
J. H. VAN WIE, Division Passenger Agent

Seattle, Wash.—1331 Third Avenue—Phone Main 3050
J. E. GATHMAN, General Agent

Syracuse, N. Y.—Lackawanna Station—Phone Syracuse 2-9211
H. L. COLE, Division Freight Agent
O. J. STINGER, City Passenger Agent

Toledo, Ohio—710 Second National Bank Bldg.—Phone Adams 1817
C. R. HARTSHORN, Commercial Agent

Toronto, Ont.—1806 Royal Bank Bldg.—Phone Elgin 7635
J. S. BRANNING, Canadian Agent